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H. E. H. The Nizam's State Railway.

ANNUAL REPORT

1941-42

SECTION III

ANALYSIS OF WORKING

(Statistical Statements)

OF THE

Broad and Metre Gauge Systems

AND OF THE

Road and Air Transport Services

H. E. H. THE NIZAM'S STATE RAILWAY.

Analysis of Working

(STATISTICAL STATEMENTS)

OF THE

BROAD AND METRE GAUGE SYSTEMS

AND OF THE

ROAD AND AIR TRANSPORT SERVICES

FOR THE

YEAR ENDED 31st MARCH 1942.

GENERAL MANAGER'S OFFICE,
Secunderabad (Dn.), 31st August, 1942. }

J. N. NANDA,
General Manager

P W O No. 324—49-42—52.

H. E. H. the Nizam's State Railway.

ANALYSIS OF WORKING.

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Part I.

Statistical Statements for the Railway.

**No. 1 -- Statement of Rolling Stock
Locomotives.—**

Item No.	Number and description of locomotives in serviceable order at the end of the year (vide column 24).						Number of authorised and serviceable locomotives at the end of the previous year.					Changes authorised the	
	Tender.	Tank.	Total.	Class.	Tractive effort in lbs. of each locomotive.	Gross weight of engine and tender in working order of each locomotive.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (= columns 7-8-9+10).	Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.
	1	2	3	4	5	6	7	8	9	10	11	12	13
1	26		26	A. 18 6 × 60.5	16,708	87.65	26			..	26		..
2		4	4	A. T. 18 6 × 60.5	16,708	65.30	4		..		4		..
3	4		4	X. A. 18 6 × 61.6	20,960	111.05	4			..	4	..	..
4	15	..	15	D. 20.5 6 × 74	22,590	119.9	15	..		..	15	..	..
5	7	..	7	X.B. 21.5 6 × 74	26,760	147.5	7	..	..	..	7	..	..
6	10	..	10	B. 22 8 × 56.5	34,076	120.95	10	..	..		10	..	..
7	18	..	18	X.D. 22.5 8 × 61.5	35,264	165.50	19	..			19	..	..
	1		1	" with a booster.	35,264 for the engine and 7,928 for the booster.	176.70							
Total.	81	4	85	..		..	85	..	..	..	85	..	..

Explanations.—

(a) Includes 2 engines hired out to Singareni Collieries Company, Limited.

† The number of spare boilers charged against the relevant final head in the capital account.

Locomotives.—

1	20	..	20	F. 14 6 × 42.5	8,992 for 5 engines and 11,068 for 15 engines	43.70	24	..	4	..	20	..	..
2	..	9	9	F. 14 6 × 42.5	11,068	35.46	9	..	..	..	9	..	..
3	..	2	2	R. 15.5 6 × 57	12,517	53.70	3	..	..	..	3	..	..
	..	1	1	R. 15 6 × 57	11,724								
4	10	..	10	M.S. 16 6 × 57	15,117	62.06	15	..	..	..	15	..	..
	5	..	5	M.S. 15.5 6 × 57	14,187								
5	..	..	..	M. S. 15.5 6 × 57	14,187	59.52	2	..	..	..	2	..	..
6	2	..	2	Y.B. 16 6 × 57	16,492	84.86	2	..	..	..	2	..	..
7	4	..	4	G. 16 8 × 48	17,682	68.26	10	..	..	..	10	..	..
8	8	..	8	G. S. 17 8 × 48	20,109	89.30	12	..	..	..	12	..	..
	4	..	4	G. S. 18 8 × 48	20,089								
9	10	..	10	Y.D. 17 8 × 48	22,110	98.30	10	..	..	..	10	..	..
Total	63	12	75	..	..	..	67	..	4	..	63	..	..

Explanations.—

(b) Includes five 'F' class engines stalled in bad order.

(c) Two 'M.S.' and six 'G' class engines which were released for overseas have been removed from the

for the year ended 31st March 1942.
BROAD GAUGE.

Authorised stock at the end of the year (=Cols. 7 + 12-13).		Changes in serviceable locomotives during the year.										Serviceable stock at the end of the year (=Columns 11 + 16 + 17 + 18-19-20-21-23+22).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 9 + 20-17-stock written off out of Column 9).	Stock replaced but still running on the line at the end of the year (=Columns 10 + 22-23).	Item No.
Authorised new stock not constructed at the end of the year (=Columns 8 + 12-16)-reduction in stock not yet constructed (Column 8).		New additions (against Columns 8 and 12).	Replacements (against Columns 9 and 20).	Authorised list.		Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Replaced list.						
Increase.	Decrease.			Additions by transfer from authorised list.	Replaced stock, i. e. stock referred to in column 10 condemned or sold.										
14	15	16	17	18	19	20	21	22	23	24†	25	26			
26	(a) 26	..	..	1		
4	4	..	..	2		
4	4	..	..	3		
15	15	..	..	4		
7	7	..	..	5		
10	10	..	..	6		
19	19	..	..	7		
85	85	..	..	

is 1 of each of the classes 'A', 'B' and 'D'.

METRE GAUGE.

24	...	...	...	...	...	..	..	...	..	(b) 20	4	...	1
9	..	...	...	...	...	...	...	...	..	9	..	...	2
3	..	...	...	...	...	...	...	...	...	3	...	..	3
15	...	...	...	...	...	...	...	...	...	15	...	...	4
2	...	...	...	...	...	(c) 2	...	...	...	...	2	...	5
2	..	...	...	...	...	...	...	...	...	2	...	...	6
10	...	...	...	...	..	(c) 8	...	...	...	4	6	...	7
12	...	...	...	...	...	...	...	...	...	12	...	...	8
10	...	...	...	...	...	...	...	...	...	10	...	...	9
87	...	...	...	...	...	8	...	...	...	75	12	..	

List of serviceable stock *vide* Board's sanction in their para 44'01 dated 26th December 1941.

Rail Cars (Steam propelled), Rail Cars (Internal combustion

[illegible][illegible]

for the year ended 31st March 1912.

engine propelled) and Electric motor coaches.

GAUGE.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.										Serviceable stock at the end of the year (= Columns 13 + 18 + 19 + 20 - 21 - 22 - 23 - 25 + 24).	Authorised stock condemned or sold awaiting replacement at the end of the year (= Columns 11 + 22 - 19 - stock written off out of column 11).	Stock replaced but still running on the line at the end of the year (= Columns 12 + 24 - 25).	Item No.
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (= Columns 9 + 14 + 15).	Authorised stock not constructed at the end of the year (= Columns 10 + 14 - 18) - reduction in stock not yet constructed (column 10).	New additions (against columns 10 and 14).	Replacements (against columns 11 and 22).	Authorised list		Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Replaced list						
						In-crease.	De-crease.				Additions by transfer from authorised list.	Replaced stock, i. e., stock referred to in column 12 condemned or sold.					
14	15	16	17	18	19	20	21	22	23	24	25	26	27	28			
..	1		
..	..	4	..	..	..	..	..	..	..	..	..	4	..	..	2
..	3		

GAUGE.

...	...	2	...	...	..	...	...	..	...	...	...	2	...	...	1
...	...	...	...	...	...	...	...	...	...	..	..	..	...	...	2
...	..	..	...	...	..	...	...	...	..	..	...	..	...	...	3

Statement of Rolling Stock
Coaching Stock—

Description of coaching stock in serviceable order at the end of the year (vide column 24).						Number of authorised and serviceable stock at the end of the previous year.				
Type.	Average weight in tons of each description of vehicle.	Total assets by classes.				Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (= Columns 7-8-9+10).
		First.	Second.	Intermediate.	Third.					
1	2	3	4	5	6	7	8	9	10	11
1. Passenger carriages.—										
(i) <i>Passenger carriages of uniform class—</i>										
1. First class carriages.	4-wheeled ...	13.0	12	...	...	1	...	...	...	1
	6-wheeled ...	...	...	...	...	...	...	...	...	...
	Bogie ...	...	...	...	...	...	...	...	...	...
2. Second class carriages.	4-wheeled ...	17.0	...	24	...	3	...	1	...	2
	6-wheeled ...	...	...	...	...	...	...	...	...	...
	Bogie ...	...	...	...	...	...	...	...	...	...
3. Intermediate class carriages (without brake compartment) ...	...	...	...	...	...	...	...	...	...	...
4. Third class carriages (without brake compartment) ...	4-wheeled ...	11.7	...	...	519	18	...	1	...	12
	6-wheeled ...	...	...	...	...	...	...	...	...	...
	Bogie ...	35.9	...	...	5,595	46	...	4	...	42
	Ambulance ...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	...	12	24	6,114	63	...	6	...	57
(ii) <i>Composite passenger carriages excluding those fitted with brake-van or mail accommodation—</i>										
1. Composite 1st & 2nd class (including those with 3rd class servants accommodation) ...	4-wheeled ...	14.0	24	50	...	4	...	...	...	4
	6-wheeled ...	...	...	...	...	...	...	...	...	...
	Bogie ...	42.0	152	324	20	19	...	3	...	16
2. Other composites ...	4-wheeled ...	...	...	...	...	...	...	...	...	...
	6-wheeled ...	...	...	...	...	...	...	...	...	...
	1st, 2nd & 3rd class ...	40.7	45	160	566	4	...	...	...	4
	Bogie ...	36.5	...	...	208	4	...	...	...	4
TOTAL ...	...	...	221	534	794	31	...	8	...	28
(iii) <i>Composite passenger carriages with brake-van or mail accommodation—</i>										
1. Intermediate class carriages with brake compartments or brake-vans...	...	...	...	...	...	...	...	...	...	...
2. Third class carriages with brake compartments or brake-vans ...	4-wheeled ...	...	...	...	...	...	...	...	...	...
	6-wheeled ...	...	...	...	...	...	...	...	...	...
	Bogie ...	39.1	...	...	575	20	...	1	...	19
	Ambulance ...	...	...	...	...	...	...	...	...	...
3. Other composites—3rd class with mail accommodation ...	Bogie ...	38.8	...	...	450	6	...	...	...	6
TOTAL ...	...	...	...	...	1,025	26	...	1	...	25

Explanations.—

- One 4-wheeled 2nd class carriage has been set aside as past repair pending replacement.
- Eight 4-wheeled 3rd class carriages have been sanctioned to be replaced by four bogie 3rd class carriages under General Manager's sanction No. 48074 dated 7th June 1941 (Estimate No. 127 D. F. dated 3rd January 1941) and one 4-wheeled 3rd class carriage and a 4-wheeled mail van have been sanctioned to be replaced by one bogie 3rd class carriage with mail accommodation, vide General Manager's sanction No. 48121 dated 8th May 1941 (Estimate No. 128 D. F. dated 4th January 1941).
- Four bogie 3rd class carriages have been turned out during the year of which one was built in replacement of one bogie 3rd class carriage sold to H. E. H. the Nizam's Government, vide General Manager's sanction No. 48080 dated 17th January 1941 (Estimate No. 123 D. F. dated 12th August 1941) and three others which were set aside as past repair in previous years have been rebodied under General Manager's sanction No. 48806 dated 17th January 1941 (Estimate No. 122 D. F. dated 15th August 1940).
- Seven bogie 1st and 2nd class composite carriages, three of which were condemned and set aside in previous years and four condemned during the year, have been rebodied and turned out as bogie tri-compartment carriages, vide General Manager's sanction No. 48881 dated 18th May 1940 (Estimate No. 113 D. F. dated 15th January 1940).

for the year ended 31st March 1942.
BROAD GAUGE.

Changes in the sanctioned authorised stock during the year.					Changes in serviceable stock during the year.										Serviceable stock at the end of the year (=Columns 11 + 16 + 17 + 18-19-20-21-23 + 22).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 9 + 20-17- stock written off out of column 9).	Stock replaced but still running on the line at the end of the year (=Columns 10 + 22-23).	Item No.
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (=Columns 7 + 12-13).	Authorised new stock not constructed at the end of the year (=Columns 8 + 12-16)-reduction in stock not yet constructed (Column 8).	New additions (against columns 8 and 12).	Replacements (against columns 9 and 20).	Authorised list.		Replaced list.										
						Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i. e., stock referred to in column 10 condemned or sold.								
12	13	14	15	16	17	Increase.	Decrease.	20	21	22	23	24	25	26				
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	I.
...	(i) 1.			
...	...	3	...	...	...	...	...	(a) 1	...	...	...	1	2	...	
...	(i) 2.			
...				
...	(i) 3.			
...	(b) 9	4	...	...	...	...	...	(b) 8	...	(b) 8	...	12	1	* 8	(i) 4.
(b) 4	...	50	(b) 4	...	(c) 4	...	...	...	...	...	...	46	...	...		
...				
4	9	58	4	...	4	...	...	9	...	8	...	60	3	8		
...	...	4	...	...	...	...	...	...	...	...	...	4	...	...	(ii) 1.
...	(d) 7	12	...	...	...	...	...	(d) 4	...	...	...	12	...	...		
...	(ii) 2.			
(d) 7	...	11	...	...	(d) 7	...	...	...	...	...	...	11	...	...		
...	...	4	...	...	...	...	...	...	...	...	...	4	...	...		
7	7	31	...	...	7	...	...	4	...	...	...	31	...	...		
...	(iii) 1.			
...				
...	...	20	...	...	(e) 1	...	...	...	...	...	...	20	...	...	(iii) 2.
...				
(b) 1	...	7	(b) 1	...	...	...	...	...	...	...	...	6	...	...	(iii) 3.
1	...	27	1	...	1	...	...	...	...	...	...	26	...	...		

(e) One bogie 8rd class carriage with brake compartment, set aside as past repair in a previous year, has been rebodied and turned out during the year vide General Manager's sanction No. 46386 dated 13th May 1940. [Estimate No. 114 D. F. dated 15th January 1940]. Besides, one other bogie 8rd class carriage with brake compartment, has also been rebodied under the same sanction. Sanctioned to be replaced by stock of a different description but not actually replaced due to delay in supply of underframes.

No. 3.—Statement of Rolling Stock Coaching Stock—

Description of coaching stock in serviceable order at the end of the year (vide column 21).						Number of authorised and serviceable stock at the end of the previous year.				
Type	Average weight in tons of each description of vehicle.	Total cuts by classes.				Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (= columns 7-8-9+10).
		First.	Second.	Intermediate.	Third.					
1	2	3	4	5	6	7	8	9	10	11
I. Passenger carriages—concluded										
(iv) Military cars										
(v) Dining cars										
(vi) Saloons—										
{ 4-wheeled	13.3	Berths 6				3				3
{ 6-wheeled										
{ Bogie { Saloons	27.4	do 88				8				8
{ 1st class	41.0	do 24				3				3
{ carriages										
(vii) Reserved carriages for use of public										
{ 4-wheeled										
{ 6-wheeled	35.5	do 46	(21 Lower & 25 Upper).			6				6
{ Bogie										
Total passenger carriages		Seats 233 & Berths 114	558		7,933	140		10		130
II Other coaching vehicles—										
(i) Luggage and brake-vans with mail accommodation (included in those forming part of composite passenger carriages)										
(ii) Brake-vans fitted with mails (news-paper, letter sorting)										
(iii) Mails (news-paper, letter sorting)	11.5					1				1
(iv) Carriage & motor vans, 4-wheeled	6.54					4				4
{ Carriage trucks										
{ Motor vans	10.0					6		1		5
(v) Horse vans	18.1		Stalls 78			13				13
(vi) Luggage vans										
(vii) Miscellaneous (excluding departmental)—										
1. Composite 3rd class and Kitchen (State), bogie	33.5				8	1				1
2. Toddy vans, 4-wheeled	9.80					3				3
3. Parcel do	10.7					23		1		22
4. Poultry do	11.5					1				1
5. Dynamo van (State), 4-wheeled	13.0					1				1
6. Mezkhana car (State), Bogie	36.9					1				1
(viii) Brake-vans used exclusively on passenger service										
{ 4-wheeled										
{ 6-wheeled										
{ Bogie										
Total other coaching vehicles			Stalls 78 & Seats 8		54			2		52
Total coaching vehicles (excluding departmental)		Seats 233 & Berths 114	558		7,941	104		12		182
III. Departmental (including officers' carriages).—										
(i) Saloons										
{ 4-wheeled	14.5	Berths 16				7			1	8
{ 6-wheeled	18.0	do 2				1				1
{ Bogie	42.0	do 4				1				1
(ii) Medical Coach, 4-wheeled	11.0					1				1
(iii) Pay clerk's Coach, 4-wheeled	12.8					1				1
Total departmental carriages		Berths 22				11			1	12
IV. Trailer coaches.—										
Grand total		Seats 233 & Berths 130	558		7,941	205		13	1	194

Notes.—I. Number of vehicles lent or hired out to other lines ... Nil.
 II. Number of vehicles on loan or hire from other lines ... Nil.
 III. Number of military and ambulance cars at the permanent disposal of the Army Department ... Nil.
 IV. Number of Bogie Tourist Cars included under item 1 (vii) "Reserved carriages for use of public" ... Nil.
 H. M. H. the Nizam's State stock for private use.

for the year ended 31st March 1942.
BROAD GAUGE—concluded.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.												Item No.
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (= columns 7 + 12-13).	Authorised new stock not constructed at the end of the year (= columns 8 + 12-16) - reduction in stock not yet constructed (column 8).	New additions (against columns 8 and 12).	Replacements (against columns 9 and 20).	Authorised list.		Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Replaced list.		Serviceable stock at the end of the year (= columns 11 + 16 + 17 + 18-19-20-21-23 + 22).	Authorised stock condemned or sold awaiting replacement at the end of the year (= columns 9 + 20 - 17 - stock written off out of column 9).	Stock replaced but still running on the line at the end of the year (= columns 10 + 22-23).		
						Increase.	Decrease.			Additions by transfer from authorised list.	Replaced stock, i. e., stock referred to in column 10 condemned or sold.					
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26		
...	(iv)	
...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	(v)
...	...	8	...	...	...	...	...	...	...	...	...	8	...	...	(vi)
...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	(vi)
...	...	6	...	...	...	...	...	...	...	...	...	6	...	...	(vii)
12	16	138	5	...	12	...	...	13	...	8	...	137	3	8	
...	II	
...	(i)	
...	(ii)	
...	(b) 1	...	...	...	...	...	...	(b) 1	...	(b) 1	...	1	...	* 1	(iii)
...	...	4	...	...	...	...	...	...	...	...	...	4	...	...	(iv)
...	...	6	...	...	...	...	...	(f) 2	...	...	...	3	3	...	(v)
...	...	13	...	...	...	...	...	...	...	...	...	13	...	...	(vi)
...	(vii)	
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(vii)
...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	(vii)
...	...	23	...	...	...	...	...	...	...	...	...	22	1	...	(vii)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(vii)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(vii)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(vii)
...	(viii)	
...	(viii)	
...	1	53	...	...	...	...	...	3	...	1	...	50	4	1	
12	17	189	5	...	12	...	...	16	...	9	...	187	7	9	
...	III	
...	(i)	
...	(ii)	
...	(iii)	
...	...	11	...	...	...	...	...	...	...	...	...	12	...	1	
...	IV	
12	17	200	5	...	12	...	...	16	...	9	...	199	7	10	

(f) One motor van has been set aside as past repair pending General Manager's sanction and one motor van damaged on a foreign railway has been scrapped.

No. 3.—Statement of Rolling Stock Coaching Stock—

Description of coaching stock in serviceable order at the end of the year (vide column 21).						Number of authorised and serviceable stock at the end of the previous year.				
Type	Average weight in tons of each description of vehi- cle.	Total seats by classes.				Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock con- demned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=Columns 7-8-9+10).
		First.	Second.	Intermediate.	Third.					
1	2	3	4	5	6	7	8	9	10	11
I. Passenger carriages										
(i) <i>Passenger carriages of uniform class—</i>										
1. First class carriages { 4-wheeled ...	10'0	54	...	...	...	3	...	...	...	3
6-wheeled ...	...	...	...	...	...	...	...	...	...	...
Bogie ...	...	...	...	...	...	...	...	...	...	...
2. Second class carriages { 4-wheeled ...	10'7	...	72	...	...	3	...	...	1	1
6-wheeled ...	...	...	...	...	...	...	...	...	...	...
Bogie ...	...	...	...	...	...	...	...	...	...	...
3. Intermediate class carriages (with- out brake compartment)	...	...	...	...	...	...	...	...	...	...
4. Third class carriages { 4-wheeled ...	9'50	...	...	...	653	16	...	4	6	18
(without brake compartment) { 6-wheeled ...	21'7	...	...	...	4,240	60	7	1	...	62
Bogie ...	...	...	...	...	...	...	...	...	...	...
Ambulance ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	54	72	...	4,893	82	7	5	7	77
(ii) <i>Composite passenger carriages includ- ing those fitted with brake-van or mail accommodation.—</i>										
1. Composite 1st & 2nd class (including those with 3rd class ser- vants accommoda- tion) { 4-wheeled ...	...	...	...	...	...	...	...	...	...	...
6-wheeled ...	10'0	33	68	...	...	5	...	...	...	5
Bogie ...	27'0	48	80	...	...	6	...	1	...	5
2. Other composites.— { 4-wheeled ...	...	...	...	...	...	...	...	...	...	...
2nd and 3rd class { 6-wheeled ...	25'0	...	36	...	123	3	...	...	...	3
Bogie ...	27'6	75	180	...	109	9	...	...	...	9
3. 1st, 2nd and 3rd class, bogie ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	156	344	...	232	23	...	1	...	22
(iii) <i>Composite passenger carriages with brake-van or mail accommodation.—</i>										
1. Intermediate class carriages with brake compartments or brake-vans ..	...	...	...	...	...	...	...	...	...	...
2. Third class carriages { 4-wheeled ...	...	...	...	...	...	...	...	...	...	...
with brake compart- { 6-wheeled ...	22'8	...	...	...	296	14	...	1	...	13
ments or brake-vans { Bogie ...	...	...	...	...	...	...	...	...	...	...
Ambulance ...	...	...	...	...	...	...	...	...	...	...
3. Other composites.—	...	...	...	...	...	...	...	...	...	...
(a) 2nd class and brake, bogie ...	13'7	...	96	...	...	3	...	...	...	3
(b) 2nd & 3rd class and brake, bogie ..	15'0	...	32	...	8	1	...	...	...	1
(c) 3rd class { Bogie ...	24'6	...	...	...	156	5	...	...	...	5
with mail accom- { 6-wheeled, for H.E.H. ...	9'50	...	...	...	42	2	...	...	...	2
modation { the Nizam's mails ...	...	...	...	...	...	...	...	...	...	...
TOTAL ...	...	...	128	...	502	25	...	1	...	24
(iv) <i>Military cars</i> ...	...	...	...	...	...	...	...	...	...	...
(v) <i>Dining cars</i> ...	...	...	...	...	...	...	...	...	...	...
(vi) <i>Saloons—Royal</i> { 4-wheeled ...	...	...	...	...	...	...	...	...	...	...
<i>and State ‡</i> { 6-wheeled ...	10'5	Berths 4	...	...	...	1	...	...	...	1
Bogie ...	20'5	do 16	...	...	...	4	...	...	...	4
(vii) <i>Reserved carriages</i> { 4-wheeled ...	...	...	...	...	...	...	...	...	...	...
<i>for use of public</i> { 6-wheeled ...	10'0	do 4	...	...	...	1	...	...	...	1
Bogie ...	20'0	do 3	...	...	...	1	...	...	...	1
Total passenger carriages ..	...	Seats 210 & Berths 29	544	...	5,638	137	7	7	7	180

‡ H. E. H. the Nizam's State stock for private use.

Explanations.—

(a) Three 6-wheeled 1st class carriages, one 6-wheeled 2nd class carriage and four 6-wheeled 1st and 2nd class composite carriages have been sanctioned to be replaced by four bogie-tri-composite carriages vide General Manager's sanction No. 48076 dated 7th June 1941 [Estimate No. 132 D. F. dated 6th January 1941].

(b) One 6-wheeled 2nd class carriage, which was replaced in a previous year but still running on the line, has been condemned and broken up during the year vide General Manager's sanction No. 45296 dated 26th August 1939.

(c) Two 6-wheeled 3rd class carriages and two 6-wheeled 3rd class carriages with mail accommodation have been sanctioned to be replaced by two bogie 3rd class carriages with mail accommodation vide General Manager's sanction No. 48190 dated 10th June 1941 [Estimate No. 131 D. F. dated 7th January 1941].

for the year ended 31st March 1942.
METRE GAUGE.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.								Serviceable stock at the end of the year (=Columns 11+16+17+18-19-20-21-23+22).	Authorised stock condemned or sold awaiting replacement at the end of the year (=Columns 9+20-17-stock written off out of Column 9).	Stock replaced but still running on the line at the end of the year (=Columns 10+22-23).	Item No.	
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (=Cols. 7+12-13).	Authorised new stock not constructed at the end of the year (=Columns 8+12-16) - reduction in stock not yet constructed (Column 9).	Authorised list.				Replaced list.								
				New additions (against Columns 8 and 12).	Replacements (against Columns 9 and 20).	Transfer between classes or groups.	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i.e., stock referred to in Column 10 condemned or sold.						
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26		
...	(a) 3	...	...	...	...	...	...	(a) 3	...	(a) 3	...	...	...	* 8	} (i) 1.
...	(a) 1	(a) 1	...	(a) 1	(b) 1	* 1		} (i) 2.
...	...	2	...	...	...	...	...	...	...	...	...	...	...	...
...	(c) 2	14	...	...	...	...	...	(c) 4	...	(c) 2	...	...	6	* 8	} (i) 4.
...	...	60	7	...	...	...	...	...	...	...	...	52	1	...	
...		
...	6	76	7	...	...	...	...	8	...	6	1	74	7	12	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	} (ii) 1.
...	(a) 4	1	(a) 4	...	(a) 4	...	5	...	* 4		} (ii) 2.
...	(d) 2	4	...	...	...	...	...	(e) 1	...	(e) 1	(e) 1	4	1	...	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	} (ii) 3.
(d) 6	...	3	...	...	...	...	...	...	...	...	...	3	...	...
...	...	15	6	...	(e) 1	...	...	...	...	...	...	10	...	...
6	6	23	5	...	1	...	...	0	...	5	1	22	1	4	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(iii) 1.
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	} (iii) 2.
...	...	14	...	...	...	...	...	...	...	...	...	(f) 13	1	...	
...		
...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	(iii) 3(a).
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(iii) 3(b).
(c) 2	...	7	2	...	...	...	...	...	...	...	...	5	...	...	} (iii) 3(c).
...	(c) 2	...	...	...	...	...	...	(c) 2	...	(c) 2	...	2	...	* 2	
2	2	25	2	...	...	...	...	2	...	2	...	24	1	2	
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(iv).
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	(v).
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	} (vi).
...	...	4	...	...	...	...	...	...	...	...	...	4	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	} (vii).
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...
8	14	131	14	...	1	...	...	15	...	13	2	127	9	18	

(e) One bogie 1st and 2nd class composite carriage, which was set aside in a previous year has been rebodied and turned out during the year as a tri-composite carriage vide General Manager's sanction No. 48480 dated 8th May 1941 [Estimate No. 124 D. B. dated 4th January 1941]. The body of another bogie 1st and 2nd class carriage, which has completed its useful life, has been broken up and the underframe is being utilised in the construction of a tri-composite carriage.

(f) Four bogie 3rd class carriages with brake compartment in service, have been rebodied and turned out during the year under General Manager's sanction No. 48480 dated 8th May 1941 [Estimate No. 126 D. B. dated 3rd January 1941].

* Sanctioned to be replaced by stock of a different description but not actually replaced due to delay in supply of underframes.

**No. 3.—Statement of Rolling Stock
Coaching Stock—**

Description of coaching stock in serviceable order at the end of the year (<i>vide</i> column 21).						Number of authorised and serviceable stock at the end of the previous year.				
Type.	Average weight in tons of each description of vehicle.	Total seats by classes.				Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=columns 7-8-9+10).
		First.	Second.	Intermediate.	Third.					
1	2	3	4	5	6	7	8	9	10	11
II. Other coaching vehicles.—										
(i) Luggage & brakes and brake-vans with mail accommodation (excluding those forming part of composite passenger carriages)
(ii) Brake-vans fitted with mails (news-paper, letter sorting)
(iii) Mails (news-paper, letter sorting)
(iv) Carriage and motor vans, 4-wheeled	...	4.50	.	..	..	2			...	2
Motor vans	...	7.00	.	..	..	2			...	2
(v) Horse vans ... 4-wheeled	...	7.00	..	Stalls 48	..	12	.	...	..	12
(vi) Parcels or luggage vans	8	8	...	..	...
(vii) Luggage and motor vans	12	12	..	...	...
(viii) Miscellaneous (excluding departmental)
{ Dynamo van (State), 4-wheeled †	6.50	.	.	.	.	1	.	...	..	1
{ Composite 3rd class and kitchen (State), bogie †	26.5	.	.	...	12	1	...	..	...	1
{ Mezkhana car (State), bogie †	22.0	..	..	...	..	1	..	...	...	1
(ix) Brake-vans used exclusively on passenger service	...	6.00	.	..	...	15	...	2	..	13
{ 4-wheeled
{ Bogie
Total other coaching vehicles	Stalls 48	.	54	20	2	...	32
Total coaching vehicles (excluding departmental)	..	Seats 210 & Berths 29	544	...	5,645	191	27	9	7	162
III. Departmental (including officers' carriages).—										
(i) Saloons	1	...	1	...	...
{ 4-wheeled	1	...	1	...	...
{ 6-wheeled	11.8	Berths 6	...	...	..	8	..	...	...	3
{ Bogie	18.3	do 9	...	...	...	4	...	...	...	4
(ii) Medical coaches	...	4-wheeled	...	...	...	2	...	...	...	2
(iii) Workmen's train carriages (not for traffic)	...	6-wheeled	...	...	625	...	...	...	14	14
Total departmental carriages	..	Berths 15	...	...	625	10	...	1	14	23
IV. Trailer Coaches										
Grand total	..	Seats 210 & Berths 44	544	...	6,270	201	27	10	21	185

† H. E. H. the Nizam's State stock for private use.

Notes.—I. Number of vehicles lent or hired out to other lines ... Nil.
 II. Number of vehicles on loan or hire from other lines ... Nil.
 III. Number of military and ambulance cars at the permanent disposal of the Army Department ... Nil.
 IV. Number of Bogie Tourist Cars included under item 1 (vii)—“Reserved carriages for use of public”... Nil.

for the year ended 31st March 1942.
METRE GAUGE—concluded.

Changes in the sanctioned authorised stock during the year				Changes in serviceable stock during the year										Serviceable stock at the end of the year (=columns 11-16 + 17+18-19-20-21 23 + 22)	Authorised stock condemned or sold awaiting replacement at the end of the year (= columns 8 + 9 + 20-17 stock written off out of Column 9).	Stock replaced but still running on the line at the end of the year (=columns 10+22-23).	Item No.
12	13	14	15	16	17	Authorised list		20	21	Replaced list		23					
						New additions (against Columns 4 and 12).	Replacements (against Columns 9 and 20).			Transfer between classes or groups.	Additions by transfer from authorised list.						
Reductions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (=cols. 7+12-13).	Authorised new stock not constructed at the end of the year (=columns 8+12-16)-reduction in stock not yet constructed (Column 8).			Increase.	Decrease	Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.			Replaced stock, i. e. stock referred to in column 10 condemned or sold					
..	..	2	8	..	..	..	..	..	..	..	..	..	2	..	..	II
..	..	2	2		(i)
..	..	12	12		(ii)
..	..	8	12		(iii)
..	..	12		(iv)
..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	(v)
..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	(vi)
..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	(vii)
..	..	15	..	..	..	..	..	..	..	..	..	..	13	2	..	(viii)
..	(ix)	
..	..	54	20	..	..	..	..	..	..	..	..	..	32	2	..	
8	14	185	34	..	1	..	..	16	..	13	2	159	11	18	..	
..	..	1	..	..	..	..	..	..	..	..	..	..	1	..	..	III
..	..	3	3		(i)
..	..	4	4		(ii)
..	..	2	2		(iii)
..	14	14	..		
..	..	10	..	..	..	..	..	..	..	..	..	..	23	1	14	
..	IV	
8	14	195	34	..	1	..	..	16	..	13	2	182	12	32	..	

No. 4. - Statement of Rolling Stock Goods Stock—

Description of goods stock in serviceable order at the end of the year (rule column 22).				Number of authorised and serviceable stock at the end of the previous year.				
Type	Average tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (= columns 5-6-7+8).
1	2	3	4	5	6	7	8	9
1. Covered wagons.—								
i. 4-wheeled { 17 tons and under Over 17 and up to 24 tons	9.30	21.5	20,769	937	..	2	34	969
ii. Bogie { Over 24 and up to 36 tons Over 36 tons	..	..	..	..	..	..	..	..
TOTAL	..	..	20,769	937	..	2	34	969
2. Open wagons, high sided.—								
i. 4-wheeled { 17 tons and under Over 17 and up to 24 tons	8.35	22.1	24,363	1,041	..	1	64	1,104
ii. Bogie { Over 24 and up to 36 tons Over 36 tons	..	..	..	..	..	..	..	..
TOTAL	..	..	24,363	1,041	..	1	64	1,104
3. Open wagons, low sided.—								
i. 4-wheeled { 17 tons and under Over 17 and up to 24 tons	7.22	21.6	3,452	82	..	..	79	161
ii. Bogie { Over 24 and up to 36 tons Over 36 tons	..	..	..	..	..	..	..	..
TOTAL	..	..	3,452	82	..	..	79	161
4. Special wagons.—								
i. Live stock wagons { 4-wheeled Bogie	..	..	..	..	..	..	..	..
ii. Wagons for explosives { 4-wheeled Bogie	..	..	..	..	..	..	..	..
iii. Timber or rail wagons { 4-wheeled Bogie	5.92	15.0	150	10	..	..	..	10
iv. Petrol tank wagons { 4-wheeled Bogie	..	..	..	..	..	..	..	..
v. Oil tank wagons { 4-wheeled Bogie	..	..	..	..	..	..	..	..
vi. Miscellaneous wagons { 4-wheeled Bogie	..	..	..	..	..	..	..	..
vii. Other tank wagons { 4-wheeled Bogie	..	..	..	..	..	..	..	..
TOTAL SPECIAL WAGONS	..	..	150	10	..	..	..	10
Total goods wagons (excluding brake-vans)	..	..	48,784	2,070	..	3	177	2,244
5. Brake-vans used indiscriminately on passenger, goods or mixed services.—								
4-wheeled	11.0	..	..	43	..	1	..	42
6-wheeled	..	..	..	..	..	..	..	..
Bogie	..	..	..	..	..	..	..	..
TOTAL	..	..	..	43	..	1	..	42

Explanations:—

(a) Four covered wagons have been sanctioned to be converted to four oil tank wagons vide General Manager's sanction No. 48140 dated 7th June 1941 (Estimate No. 480 dated 20th January 1941). A reduction in authorisation is not shown under covered wagons as it is intended to replace them at a future date.

(b) One open high sided wagon which was replaced under General Manager's sanction No. 40817 dated 18th November 1938 (Estimate No. 81 D. F. dated 18th July 1938) but still running on the line has been condemned during the year.

for the year ended 31st March 1942.
BROAD GAUGE.

Changes in the sanctioned authorised stock during the year.				Changes in servicable stock during the year.								Serviceable stock at the end of the year (= columns 9 + 14 + 15 + 16 + 17 + 18 + 19 + 20 + 21).	Authorised stock condemned or sold awaiting replacement at the end of the year (= columns 7 + 18 + 19 - stock written off out of column 7).	Stock replaced but still running on the line at the end of the year (= columns 8 + 20 + 21).	Item No.
				Authorised list.				Replaced list.							
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (= Columns 5 + 10 + 11).	Authorised new stock not constructed at the end of the year (= columns 6 + 10 + 14) - reduction in stock not yet constructed (column 6).	New additions (against columns 6 and 10).	Replacements (against columns 7 and 16).	Transfer between classes or groups.		Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer from authorised list.	Replaced stock, i. e. stock referred to in column 8, condemned or sold.				
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
...	...	937	...	...	...	...	...	(a) 4	...	...	...	965	6	34	1. i
...	ii
...	...	937	...	...	...	...	...	4	...	...	...	965	6	34	
...	...	1,041	...	...	...	...	...	...	...	...	(b) 1	1,103	1	63	2. i
...	ii
...	...	1,041	...	...	...	...	...	...	...	...	1	1,103	1	63	
...	
...	...	82	...	...	...	...	...	(c) 1	...	...	...	† 160	1	79	3. i
...	ii
...	...	82	...	...	...	...	...	1	...	...	...	160	1	79	
...	4. i
...	ii
...	...	10	...	...	...	...	...	...	...	...	...	10	...	...	iii
...	iv
(a) 4	...	4	...	4	...	...	...	...	...	...	...	...	...	...	v
...	vi
...	vii
4	...	14	...	4	...	...	...	...	...	...	...	10	...	...
4	...	2,074	...	4	...	...	...	5	...	...	1	2,238	8	176	
...	...	43	...	...	...	...	...	(d) 5	...	...	...	37	6	...	5. i
...	ii
...	iii
...	...	43	...	...	...	...	...	5	...	...	...	37	6	...	

(c) One open low sided wagon has been set aside as past repair.

(d) Five old brake-vans sanctioned to be replaced under General Manager's sanction No. 46890 dated 19th May 1941 (Estimate No. 154 D. F. dated 29th January 1941) have been set aside as past repair.

† Includes 12 open wagons, low sided, suitable for carrying motor cars.

No. 4.-- Statement of Rolling Stock

Goods Stock--

Description of goods stock in service (in order at the end of the year (vide column 22).				Number of authorised and serviceable stock at the end of the previous year				
Type.	Average tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each description of vehicle.	Total carrying capacity in tons	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock con- demned or sold awaiting replacement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year	Serviceable stock at the end of the previous year. (= columns 5-6-7+8).
1	2	3	4	5	6	7	8	9
6. Departmental vehicles (including travelling cranes).—								
i. Ballast wagons { 4-wheeled { Steel	7.33	17.4	401	23				23
	8.62	23.2	929	40				40
{ 6-wheeled—Steel ..	8.54	12.2	257	21				21
{ Bogie —Steel ..	12.4	12.0	120	10				10
ii. Other vehicles.—								
(1) 4-wheeled, { (a) Coal ash wagons ..	6.26	21.0	378	3			15	18
	11.0			4				4
	8.57	18.3	37	2				2
	10.4		lbs. 9,800	1				1
	11.6		39,180	15				15
	7.89	18.4	111	2			4	6
	7.33	20.8	291				14	14
	6.75	21.0	21				1	1
(2) 6-wheeled, { (a) Store vans ..	10.2	10.0	40	4				4
	11.5	13.0	39	3				3
	8.10	20.0	20				1	1
iii. Travelling cranes and their dummy trucks.—								
(a) Travelling cranes { 6-wheeled	21.7			2				2
	99.0			1				1
(b) Dummy trucks —4-wheeled	6.38			2				2
TOTAL DEPARTMENTAL WAGONS ..			2,614 tons	133			35	168
*7. Road vehicles.—								
Motor vans (for parcels and goods).—								
(a) Super Sentinel Steam Tractors ..	8.85			2				2
(b) Super Sentinel Steam Trailers ..	1.15	6.00	36	6				6
(c) Chevrolet Motor Lorries ..	2.00	1.50	1.50	2		1		1
(d) Chevrolet Ambulance cars ..	2.00	Berths 4	Berths 4					
(e) Ford Motor Lorry ..	1.50	0.50	0.50	1				1
(f) Ford V. 8 car ..	1.50	Seats 4	Seats 4	1				1
(g) Chevrolet de-Luxe Tourer ..	1.50	Seats 4	Seats 4	1				1
(h) Norton motor cycles with side cars ..	0.30			3				3
TOTAL ..				16		1		15
Grand total ..				2,282		5	212	2,469

Notes.— I. Number of vehicles lent or hired out to other lines ... Nil.

II. Number of vehicles on loan or hire from other lines ... Nil.

III. Number of goods stock specially constructed or equipped for military purposes ... Nil.

* The road vehicles under item 7 include only those vehicles borne against Railway Broad Gauge capital and consequently exclude those shown in statement 1 of Part II.—Road Transport department stock, the cost of which is charged to Road Transport department capital account.

for the year ended 31st March 1942.

BROAD GAUGE—concluded.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.								Serviceable stock at the end of the year (= columns 9 + 14 + 15 + 16 + 17 + 18 + 19 + 20 + 21)	Authorised stock condemned or sold awaiting replacement at the end of this year (= columns 7 + 16 + 15—stock written off out of column 7).	Stock replaced but still running on the line at the end of the year (= columns 8 + 20 + 21).	Item No.
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (= Columns 5 + 10 + 11).	Authorised new stock not constructed at the end of the year (= columns 6 + 10 + 14)—reduction in stock not yet constructed (column 6).	New additions (adjust columns 6 and 10).	Replacements (adjust columns 7 and 15).	Transfer between classes or groups.		Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Replaced list.					
10	11	12	13	14	15	Increase.	Decrease.	18	19	20	21	22	23	24	
..	..	23 40	..	..	..	..	..	..	..	..	..	23 40	..	..	6.
..	..	21 10	21 10	..	..		i.
..	..	3 4	..	..	..	..	..	..	..	..	..	18 4	..	..	15
..	..	2 1	2 1	..	..		ii (1)(c) ii (1)(d) ii (1)(e)
..	..	15	15	4 14
..	..	2	6 14	..	..		ii (1)(f) ii (1)(g)
..	1	1
..	..	4 3	4 3 1	..	..		ii (2)(a) ii (2)(b) ii (2)(c)
..	1
..	..	2 1 2	2 1 2	..	..		} iii (a) iii (b)
..	..	133	..	..	..	..	..	..	..	..	..	168	..	35	
..	7.
..	..	2	..	..	..	..	..	..	..	..	..	2	..	..	(a)
..	..	6	..	..	..	..	..	..	..	..	..	6	..	..	(b)
..	..	2	..	..	..	..	..	..	..	..	..	1	1	..	(c)
(e) 1	..	1	..	(e) 1	..	..	..	..	..	..	..	1	..	..	(d)
..	(f) 1	..	..	..	..	..	..	..	(f) 1	..	..	..	..	..	(e)
..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	(f)
..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	(g)
..	..	3	..	..	..	..	..	..	..	..	..	3	..	..	(h)
1	1	16	..	1	..	..	..	..	1	..	..	15	1	..	
6	1	2,266	4	1	..	..	..	10	1	..	1	2,458	15	211	

(e) One Chevrolet Ambulance car has been purchased under General Manager's sanction No. 47427 dated 4th September 1940.

(f) One Ford Motor Lorry has been scrapped and a new one purchased against Road Transport department capital account vide General Manager's sanction No. 48993 dated 29th May 1941.

No. 5.— Statement of Rolling Stock

Goods Stock—

Description of goods stock in serviceable order at the end of the year (vide column 22).				Number of authorised and serviceable stock at the end of the previous year.				
Type.	Average tare weight in tons of each description of vehicle.	Average carrying capacity in tons of each descrip- tion of vehicle.	Total carrying capacity in tons.	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condem- ned or sold awaiting re- placement at the end of the previous year.	Stock replaced but still running on the line at the end of the previous year.	Serviceable stock at the end of the previous year (=columns 5-8-7+8).
1	2	3	4	5	6	7	8	9
1. Covered wagons.—								
i. 4-wheeled { 10 tons and under ..	5.17	12.6	10,540	979	..	12	..	987
{ Over 10 and up to 15 tons.	..	..	..	..	..	..	..	..
ii. Bogie { Over 15 and up to 20 tons.	..	..	..	..	..	..	..	..
{ Over 20 tons ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	10,540	979	..	12	..	987
2. Open wagons, high sided.—								
i. 4-wheeled { 10 tons and under ..	9.53	11.3	378	33	..	..	..	38
{ Over 10 and up to 15 tons.	..	..	..	..	..	..	..	..
ii. Bogie { Over 15 and up to 20 tons.	..	..	..	..	..	..	..	..
{ Over 20 tons ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	378	33	..	..	..	38
3. Open wagons, low sided.—								
i. 4-wheeled { 10 tons and under ..	4.00	11.9	2,743	231	..	1	..	230
{ Over 10 and up to 15 tons.	..	..	..	..	..	..	..	..
ii. Bogie { Over 15 and up to 20 tons	8.52	25.6	50	2	..	..	..	2
{ Over 20 tons ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	2,793	233	..	1	..	232
4. Special wagons.—								
i. Live stock wagons { 4-wheeled..	..	..	..	..	..	..	..	..
{ Bogie ..	..	..	..	..	..	..	..	..
ii. Wagons for explosives { 4-wheeled..	..	..	..	..	..	..	..	..
{ Bogie ..	..	..	..	..	..	..	..	..
iii. Timber or rail wagons { 4-wheeled..	3.35	12.8	128	20	..	..	..	20
{ Bogie ..	..	..	..	..	..	..	..	..
iv. Petrol tank wagons { 4-wheeled..	16.1	19.0	19	1	..	..	..	1
{ Bogie ..	..	..	..	..	..	..	..	..
v. Oil tank wagons { 4-wheeled..	6.61	5.67	34	6	..	..	..	6
{ Bogie ..	14.2	21.1	63	3	..	..	..	3
vi. Sugar cane trucks { 4-wheeled..	2.67	7.36	295	40	..	..	..	40
{ Bogie ..	..	..	..	..	..	..	..	..
vii. Miscellaneous wagons { 4-wheeled..	..	..	..	..	..	..	..	..
{ Bogie ..	..	..	..	..	..	..	..	..
TOTAL SPECIAL WAGONS ..	..	..	339	70	..	..	..	70
Total goods wagons (excluding brake-vans)	..	..	14,245	1,315	..	13	..	1,312
5. Brake-vans used indiscriminately on passen- ger, goods or mixed services.—								
4-wheeled ..	19.7	..	..	42	..	..	3	45
Bogie ..	..	..	..	..	..	..	..	..
TOTAL ..	..	..	..	42	..	..	3	45

Explanations.—

(a) 130 covered wagons and two brake-vans and ten timber trucks which were released for overseas have been removed from the list of serviceable stock vide Board's sanction in their para 44/01 dated 28th December 1941 and para 72/01 dated 19th February 1942 respectively.

for the year ended 31st March 1942.

METRE GAUGE.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.								Serviceable stock at the end of the year (= columns 9+14+15+16-17-18-19-21+20).	Authorised stock condemned or sold awaiting replacement at the end of the year (=columns 7+18-15-stock written off out of column 7).	Stock replaced but still running on the line at the end of the year (=columns 8+20-21).	Item No.
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (=columns 5+10-11).	Authorised new stock not constructed at the end of the year (=columns 6+10-14)-reduction in stock not yet constructed (column 6).	New additions (against columns 6 and 10).	Replacements (against columns 7 and 18).	Authorised list.		Replaced list.							
						Increase.	Decrease.	Authorised stock condemned, -old or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Additions by transfer, from authorised list.	Replaced stock, i. e., stock referred to in column 8 condemned or sold.				
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	
...	...	979	...	...	...	...	...	(a) 130	...	...	...	\$ 837	142	...	1.
...	
...	ii.
...	...	979	...	...	...	...	...	130	...	...	...	837	142	...	
...	
...	...	33	...	...	...	...	...	...	...	...	...	33	...	...	2.
...	
...	ii.
...	...	33	...	...	...	...	...	...	...	...	...	33	...	...
...	
...	...	231	...	...	...	...	...	...	...	...	...	* 230	1	...	3.
...	...	2	2	...	...		i.
...	...	233	...	...	...	...	...	...	...	...	...	232	1	...	ii.
...	
...	
...	...	20	...	...	...	...	...	(a) 10	...	...	...	10	10	...	4.
...	
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	ii.
...	...	6	...	...	...	...	...	...	...	...	...	6	...	...	iii.
...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	iv.
...	...	40	...	...	...	...	...	...	...	...	...	40	...	...	v.
...	vi.
...	vii.
...	...	70	...	...	...	...	...	10	...	...	...	60	10	...	
...	...	1,315	...	...	...	...	...	140	...	...	...	1,162	168	...	
...	...	42	...	...	...	...	...	(a) 2	...	...	...	43	2	3	5.
...	
...	...	42	...	...	...	...	...	2	...	...	...	43	2	3	ii.

* Includes 16 wagons used as temporary coaching vehicles.

† 2 of these have been coupled to goods brake-vans.

Includes 12 wagons suitable for conveyance of carriages and motor cars by passenger trains.

No 5—Statement of Rolling Stock

Goods Stock—

Description of rolling stock in service at the end of the year (Table No 22)				Number of authorised and serviceable stock at the end of the previous year				
1	2	3	4	5	6	7	8	9
B Departmental vehicles (including fuel tankers)—								
1 Ballast wagons	(a) 1 wheeled	270	410	340	42			42
	(b) Steel							
	(c) Bogie Hopper Steel	110	211	548	26			26
ii Other vehicles—								
(1) 4 wheeled	(a) Coal ash wagons	270	800	16	2			2
	(b) Plough vans	630			3			3
	(c) Wagon-bridge rest wagons	610	136		1			1
	(d) Travelling gas holders	630		14,712	1			1
	(e) Travelling water tanks	646		10,306 gallons	12			12
	(f) Store vans	566	960	18	5			5
(2) 6-wheeled	(a) Pilot trucks	925	147	41	3			3
	(b) Travelling gas holders	655		15,125	2			2
	(c) Travelling water tanks							
iii Travelling cranes and their dummy trucks—								
(a) Travelling cranes	6 wheeled	227			3			3
(b) Dummy trucks	4 wheeled	405			3			3
TOTAL DEPARTMENTAL WAGONS				996 tons	103			103
Grand total					1,486	13	3	1,450

Notes— I Number of vehicles lent or hired out to other lines

Nil

II Number of vehicles on loan or hire from other lines

Nil

III Number of goods stock specially constructed or equipped for military purposes

Nil

for the year ended 31st March 1942

METRE GAUGE—concluded

Changes in the sanctioned authorised stock during the year				Changes in serviceable stock during the year								Serviceable stock at the end of the year (= columns 9+14+15+16-17-18-19-21-20)		Authorised stock consumed or replaced in the year (= columns 7+14-15)-stock written off out of column 7)		Stock replaced by shift running on the line at the end of the year (= columns 5+20-31)		Item No
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	
Additions to authorised stock sanctioned	Reductions in authorised stock sanctioned	Authorised stock at the end of the year (= columns 5+10+11)	Authorised new stock not sanctioned at the end of the year (= column 6+10-11) sanctioned in stock in the year concerned (column 6)	New additions (column 6 and 10)	Replacements (columns 7 and 14)	Increase	Decrease	Authorised stock consumed or replaced in the year	Authorised stock consumed or replaced in the year	Admissions by transfer	Replaced stock referred to in column 8 condemned or old	Serviceable stock at the end of the year (= columns 9+14+15+16-17-18-19-21-20)		Authorised stock consumed or replaced in the year (= columns 7+14-15)-stock written off out of column 7)		Stock replaced by shift running on the line at the end of the year (= columns 5+20-31)		Item No
		42										42					6	
		26										26					1	
		2										2					ii (1) (a)	
		3										3					ii (1) (b)	
		1										1					ii (1) (c)	
		1										1					ii (1) (d)	
		12										12					ii (1) (e)	
		5										5					ii (1) (f)	
		3										3					iii (2) (a)	
		2										2					iii (2) (b)	
																	iii (2) (c)	
		3										3					iii (a)	
		3										3					iii (b)	
		103										103						
		1,460				..		142		.	.	1,308		155		3	...	

No. 6.—Statement of Rolling Stock for the year ended 31st March 1942.—

Coaching Stock—2'—6" and 2'—0" gauges ... Nil.

No. 7.—Statement of Rolling Stock for the year ended 31st March 1942.—

Goods Stock—2'—6" and 2'—0" gauges... Nil.

No. 8.—Mileage

Name of Railway.	Gauge.	Date of first opening for traffic.	Route Mileage open on 31st March 1942.				Track Mileage open on 31st March 1942.			
			Single line.	Double line.	Tieble line, etc.	Total.	Running track.	Transportation sidings.	Commercial sidings.	Total.
1	2	3	4	5	6	7	8	9	10	11
Wadi to British frontier section	5'-6"	9-10-1874	330'18	.	.	330'18	330'18	69'87	10'28	410'33
Bezwada Extension Railway	do	10-2-1889	21'47	.	.	21'47	21'47	1'53	..	23'00
Kazipet Ballharashah do	do	1-2-1924	115'69	.	...	115'69	145'69	5'08	3'73	154'50
Karepalli Kothagudium Railway	do	21-3-1927	24'52	...	.	24'52	24'52	3'83	2'09	30'44
Vikarabad Bidar do	do	14-1-1930	56'57	.	.	56'57	56'57	3'27	...	59'84
Vikarabad Bidar Extension Railway	do	1-7-1932	109'65	.	..	109'65	109'65	9'12	...	118'80
Hyderabad Godavary Valley Line	3'-3½"	21-10-1899	377'11	8'51	.	385'63	394'19	60'53	2'22	456'96
Hingoli Branch	do	15-5-1912	50'31	.	.	50'31	50'31	0'88	..	51'19
Parbhani Purli Railway	do	16-10-1929	39'44	.	.	39'44	39'44	2'12	...	41'56
Secunderabad to British frontier section of S. D. Railway	do	1-2-1916	138'80	9'28	.	148'08	157'36	15'97	0'05	173'38
Dronachellani Karnool Railway	do	1-1-1909	36'28	..	.	36'28	36'28	3'41	...	39'69
Jankampet Bodhan Railway	do	1-11-1938	12'01	.	.	12'04	12'04	1'76	1'40	15'20
Mudkhed Adilabad Railway	do	...	...	.	.	...	..	...	...	...

Alterations in Sidings.

I. Dismantlements.—

Wadi-British frontier section.—

1.	Dismantling loop line at Safdarnagar	... 2340 ft. or 0'44 mile
2.	Do sidings at Nagalapalle	.. 1758 ft. or 0'33 "
3.	Do do Dharur	... 50½ ft. or 0'10 "
4.	Do do Malker Road	... 2100 ft. or 0'40 "
5.	Do do Nekonda	... 1830 ft. or 0'35 "
6.	Do do Gundrati Margoo	.. 279 ft. or 0'07 "
7.	Do do Mahbubabad	... 1215 ft. or 0'23 "
8.	Do do Kasamudram	.. 516½ ft. or 0'06 "
9.	Do north yard, Singareni Collieries	... 3711 ft. or 0'70 "
10.	Do strut pit sidings Singareni Collieries	... 4285 ft. or 0'81 "
11.	Do catch sidings, Singareni Collieries	... 250 ft. or 0'04 "

Vikarabad-Bidar Extension Railway.—

Dismantling goods sidings at Ohakur	.. 1128 ft. or 0'21 "
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Hyderabad Godavary Valley Line —

Dismantling loop line at Mughat	... 3068 ft. or 0'58 "
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Secunderabad-British frontier section of S. D. Railway.—

Dismantling outlying sidings at Gallapalli	... 160 ft. or 0'03 "
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II. Additions.—

Wadi-British frontier section.—

1.	Additional platform and sidings, goods yard, Secunderabad	... (276 ft.) 0'05 mile
2.	Additional yard facilities, Kazipet	... (12000 ft.) 2'27 miles
3.	Do Military sidings, Trimulgherry	... (16710 ft.) 3'17 "
4.	Sidings to the Ordnance Depot	do ... (4200 ft.) 0'40 mile
5.	Remodelling the yard, Hyderabad B. G.	... (4122 ft.) 0'78 "
6.	Factory sidings at Fatchnagar	.. (9000 ft.) 1'70 miles

Karepalli Kothagudium Railway.—

Additional coal siding, Kothagudium Collieries.	(1650 ft.) 0'31 mile
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Vikarabad-Bidar Extension Railway.—

Goods siding at Latur Road	... (1491 ft.) 0'28 "
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Hyderabad Godavary Valley Line.—

Additional sidings, Nizamabad	... (3978 ft.) 0'75 "
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SUMMARY OF THE MILEAGE

Classification.	Route mileage open on 31st March 1942.		
	Single line.	Double, treble, etc., lines as the case may be.	Total.
1	2	3	4
1. Total State-owned Railways—			
5'-6" gauge	...	...	...
3'-3½" gauge	...	...	...
2'-6" and 2'-0" gauges	...	...	...
Total	57'75	...	57'75
2. Total Other Railways (Indian State lines)—			
5'-6" gauge	666'84	...	666'84
3'-3½" gauge	617'70	17'82	635'52
2'-6" and 2'-0" gauges	...	...	...
Total	1,284'34	17'82	1,302'16
3. Total by gauges—			
5'-6" gauge	688'11	...	688'11
3'-3½" gauge	653'98	17'82	671'80
2'-6" and 2'-0" gauges	...	...	...

Statement.

Milage opened during the year 1911-12.						Route Milage authorised but not open for traffic on 31st March 1912.					Classification.	Milage worked on Foreign Railways	
Section.	Miles.	Whether the milage opened is single, double or treble, etc., or siding.	Traffic for which opened.	Working Agency.	Constructing Agency.	Sanctioned but not commenced.		Under construction.				Section.	Milage.
						Section.	Miles.	Section.	Miles.	Proportion of work completed on 31st March 1942.			
12	13	14	15	16	17	18	19	20	21	22	23	24	25
...	8'77	Siding.	...	N. S. R.	N. S. R.	.	.	..	.	..	Indian state line, State line.	..	...
..
...	...	..	...	...	..	.	..	..	.	..	Indian state line, do	..	...
...	0'31	Siding.	..	N. S. R.	N. S. R.	Bhadrachellam Road to Ramaram.*	1'99	...	...	.	..	...	...
..	...	...	..	..	...	..	...	...	...	...	do	...	...
..	0'28	Siding.	..	N. S. R.	N. S. R.	..	..	.	...	..	do	..	...
...	0'75	do	...	do	do	..	...	.	...	..	do	...	...
..	...	...	...	.	.	..	..	..	...	.	do	..	...
..	...	...	..	...	...	.	.	..	..	..	do	..	...
..	...	..	...	...	...	..	.	.	..	..	do	...	...
..	..	..	...	...	..	..	.	...	..	..	State line.	..	...
...	...	...	...	...	...	..	...	...	...	...	Indian state line.	..	...
..	..	...	..	..	..	...	...	Mudkhed to Adilabad.	100'69	88%	do	...	...

* Construction held in abeyance.

ON 31st MARCH 1942.

Track milage open on 31st March 1942.			Route milage opened during the year 1941-42.	Route milage authorised but not open for traffic on 31st March 1942.	
Running track.	Sidings.	Total.		Sanctioned but not commenced.	Under construction.
5	6	7	8	9	10
21'47	1'53	23'00	.	...	...
36'28	3'41	39'69	...	...	...
...
57'75	4'94	62'69	...	...	...
668'64	107'27	773'91	..	1'99	...
653'34	84'95	738'29	...	...	100'69
...
1,319'98	192'22	1,512'20	...	1'99	100'69
688'11	108'80	796'91	...	1'99	...
659'62	88'36	777'98	...	...	100'69
...

Item.	Heading.	1941-42.		1940-41.	
		Gauge.		Gauge.	
		5'-6"	3'-3½"	5'-6"	3'-3½"
1	2	3	4	5	6
No. 9.—Statement of Description of Railway worked.					
9-01	Mean mileage worked ... Miles.	688.11	671.80	688.11	671.80
9-02	Number of stations No.	† 94	† 112	* 94	* 112
9-02 (a)	Number of block huts, branch booking offices and out-agencies	‡ 6	‡ 7	6	7
9-02 (b)	Number of train halts	5	2	5	2
9-03	Total length of the following gradients —				
	(a) 1/50 and less Miles.	.	...	..	...
	(b) 1/51 to 1/80 .. ..	...	...		...
	(c) 1/81 to 1/100	153.65	11.48	153.69	11.48
	(d) 1/101 to 1/200	220.46	352.74	220.85	352.74
	(e) 1/201 to 1/300	30.70	175.00	30.70	175.00
	(f) Total [(a) to (e)]	404.81	539.22	405.24	539.22
9-04	Steepest gradient worked.—				
	(a) Length	2.518	0.78	2.518	0.78
	(b) Inclination	1 in 100	1 in 100	1 in 100	1 in 100
9-05	Maximum degree of curvature and radius.—				
	(a) Degree of curvature	4.40° on main line & 5.78° on mineral branch.	5.00°	4.40° on main line & 5.78° on mineral branch.	5.00°
	(b) Radius in feet	1,300 on main line & 1,000 on mineral branch.	1,146	1,300 on main line & 1,000 on mineral branch.	1,146
9-06	Ratio of curve to total length of line (expressed as a percentage) ...	18.88	10.76	18.88	10.76
9-07	Average amount of curvature per mile... Degrees.	20°-13'	8°-55'	20°-13'	8°-55'

* Revised figure.

† Excludes.—	5'-6" Gauge.	3'-3½" Gauge.	‡ Includes —	5'-6" Gauge.	3'-3½" Gauge.
Joint stations owned by other Railways	3	2	Out agencies .	5	7
Secunderabad joint station		1	Hyderabad City joint booking office	1	...
Pardi-Vajunath joint station		1	Excludes.—		
Includes.—			Bezawada Town joint booking office }	1	...
Stores depots	2	...	owned by the M & S.M. Railway }		

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 12. - Statement of Passenger Revenue Statistics.					
Passengers originating on home line whether local or foreign (in hundreds) —					
12-01	1st class	6,3	3,6	4,0	2,9
12-02	2nd class	26,8	34,4	22,0	27,4
12-03	Inter class	5,0	Nil.	2,8	Nil.
12-04	3rd class	3,200,0	5,361,1	3,116,5	5,365,7
12-05	Total (Items 12-01 to 12-04)	3,238,1	5,399,1	3,145,3	5,396,0
12-06	Other traffic—all classes	357,8	454,7	297,9	134,9
12-07	Total (Items 12-05 and 12-06)	3,595,9	5,853,8	3,443,2	5,530,9
No. of passengers carried (in hundreds)—					
12-08	1st class	13,5	4,9	7,7	3,6
12-09	2nd class	45,8	44,5	33,8	30,9
12-10	Inter class	10,3	Nil.	5,8	Nil.
12-11	3rd class	3,526,3	5,804,4	3,895,9	5,196,4
12-12	Total (Items 12-08 to 12-11)	3,595,9	5,853,8	3,443,2	5,530,9
Passenger miles (in thousands)—					
12-13	1st class	2,477	784	1,109	517
12-14	2nd class	7,336	3,955	4,918	2,872
12-15	Inter class	1,396	Nil.	865	Nil.
12-16	3rd class	197,938	211,742	174,471	197,748
12-17	Total (Items 12-13 to 12-16)	209,147	216,481	181,363	201,137
Average number of miles a passenger was carried—					
12-18	1st class	182.7	160.5	144.4	142.3
12-19	2nd class	160.3	86.8	145.3	93.1
12-20	Inter class	135.4	Nil.	148.5	Nil.
12-21	3rd class	56.1	36.5	51.4	36.0
12-22	Total	58.2	37.0	52.7	36.4
Earnings from passengers carried (in thousands)—					
12-23	1st class	1,89	57	1,14	42
12-24	2nd class	3,46	1,56	2,45	1,22
12-25	Inter class	54	Nil.	31	Nil.
12-26	3rd class	36,09	33,27	31,62	30,95
12-27	Total (Items 12-23 to 12-26)	42,00	35,40	35,52	32,59
Average rate (in pies) charged per passenger per mile—					
12-28	1st class	14.7	13.9	19.7	15.7
12-29	2nd class	9.11	7.56	9.55	8.18
12-30	Inter class	7.38	Nil.	6.93	Nil.
12-31	3rd class	3.50	3.02	3.48	3.00
12-32	Total	8.86	3.14	3.76	3.11

Note.—1. Items 12-08 to 12-17 and 12-23 to 12-27 of metre gauge include the following figures of suburban traffic.—

Suburban Service—Metre Gauge.

	No. of passengers (in hundreds).		Passenger miles (in thousands.)		Earnings from passengers (in thousands).	
	1941-42.	1940-41.	1941-42.	1940-41.	1941-42.	1940-41.
2nd class	11,4	6,0	46	24	1	1
3rd class	1,514,6	1,355,6	8,002	8,104	1,22	1,13
Total	1,526,0	1,361,6	8,048	8,128	1,23	1,13

Item.	Heading	Amount or Number			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 12.—Statement of Passenger Revenue Statistics—continued.					
12·33	Total parcel earnings (in thousands) ...	12,91	3,32	9,34	3,01
12·34	Other miscellaneous coaching earnings (in thousands).	9,93	1,76	5,13	1,54
12·35	Total other coaching earnings (Items 12·33 + 12·34).	22,87	5,08	14,48	4,55
12·36	Total coaching earnings (in thousands) ..	64,67	40,48	50,00	37,14

Item.	Heading.	Number carried.	Earnings.	Number carried.	Earnings.
1	2	3	4	5	6
	Number of and earnings from passengers carried on the system—				
	Full fares—				
12·37	1st class	6,551	1,09,472	5,691	93,291
12·38	2nd class	48,995	2,88,307	39,913	2,47,824
12·39	Inter class	8,166	89,601	4,548	28,630
12·40	3rd class	8,523,305	62,17,573	8,232,252	58,61,027
12·41	Total (Items 12·37 to 12·40) . .	8,587,017	66,54,958	8,282,404	62,25,772
	Season and zone tickets—				
12·42	1st class	Nil.	Nil.	Nil.	Nil.
12·43	2nd class	7,600	272	4,550	138
12·44	Inter class	Nil.	Nil.	Nil.	Nil.
12·45	3rd class	486,825	15,398	395,875	12,847
12·46	Total (Items 12·42 to 12·45) ...	494,425	15,670	400,425	12,985
	Other traffic carried at less than full fares—				
12·47	1st class	11,414	1,36,644	5,308	62,572
12·48	2nd class	31,520	2,15,167	19,083	1,19,002
12·49	Inter class	2,134	14,099	1,289	7,573
12·50	3rd class	262,934	7,02,729	190,421	3,82,873
12·51	Total (Items 12·47 to 12·50) ...	308,002	10,68,639	216,101	5,72,020
	Total traffic—				
12·52	1st class	17,965	2,46,116	10,999	1,55,863
12·53	2nd class	88,115	5,03,746	63,546	3,66,964
12·54	Inter class	10,300	53,700	5,837	31,203
12·55	3rd class	9,278,064	69,35,700	8,818,548	62,56,747
12·56	Total (Items 12·52 to 12·55) ...	9,389,444	77,39,262	8,898,930	68,10,777

No. 12.—Statement of Passenger Revenue Statistics—concluded.

Number of and earnings from passengers carried on the system by zones, excluding military passengers and passengers holding season tickets and excess fares.

Item.	Zones		1—50 miles.				51—150 miles.				151—300 miles.				Over 300 miles.				Total.			
	Class.	Year.	Number.	Percentage of total.	Amount.	Percentage of total.	Number.	Percentage of total.	Amount.	Percentage of total.	Number.	Percentage of total.	Amount.	Percentage of total.	Number.	Percentage of total.	Amount.	Percentage of total.	Number.	Percentage of total.	Amount.	Percentage of total.
					Rs.				Rs.				Rs.				Rs.				Rs.	
12 57	1st.	1941-42.	2,189	13 81	5,720	2 87	5,799	10 15	55,304	27 78	6,840	12 92	124,635	58 11	1,135	7 12	28,842	13 44	15,937	100 00	2,14,441	100 00
		1940-41.	1,838	17 50	4,980	3 14	3,676	84 92	17,050	26 87	4,116	10 18	58,484	58 10	1,157	7 01	17,711	12 39	10,411	100 00	1,14,206	100 00
12 58	2nd.	1941-42.	22,528	35 21	24,514	6 54	22,585	15 30	1,24,836	33 30	15,930	24 02	1,80,447	48 11	2,923	1 57	15,068	12 02	63,975	100 00	1,74,855	100 00
		1940-41.	17,155	72 76	19,668	6 29	19,889	26 80	1,07,167	34 30	17,428	25 63	1,19,059	47 70	2,530	4 81	36,575	11 71	52,365	100 00	3,12,103	100 00
12 59	Inter.	1941-42.	3,089	10 24	2,336	5 81	1,097	18 51	5,773	14 35	3,679	10 11	31,209	77 54	103	1 12	924	2 40	9,168	100 00	40,236	100 00
		1940-41.	1,441	28 02	1,098	4 16	1,413	26 54	1,879	18 47	2,423	46 11	90,416	77 37					5,379	100 00	26,157	100 00
12 60	3rd.	1941-42.	6,830,301	78 98	24,07,630	80 95	1,325,046	15 11	21,75,450	33 38	434,348	3 00	15,07,000	21 05	65,148	0 76	3,00,404	5 62	8,083,143	100 00	63,16,574	100 00
		1940-41.	6,692,619	78 92	22,00,887	36 14	1,100,859	15 51	21,18,890	34 79	406,163	4 37	14,48,907	23 70	61,668	0 74	2,21,686	6 28	8,591,303	100 00	59,00,810	100 00
12 61	Total (12 57 to 12 60)	1941-42.	6,858,887	78 45	24,40,200	31 15	1,355,121	15 50	23,61,383	33 04	438,803	5 25	19,04,275	20 63	69,609	0 80	4,41,318	6 19	8,714,323	100 00	71,46,150	100 00
		1940-41.	6,643,000	78 53	22,28,387	34 10	1,323,112	15 66	22,07,080	35 04	426,199	5 04	17,01,986	26 80	64,900	0 77	2,75,973	1 36	8,489,141	100 00	64,78,285	100 00

Note.—The figures under 1—50 miles zone include the following Suburban traffic —

		2nd class.		3rd class.		Total.	
		No.	Rs.	No.	Rs.	No.	Rs.
1941-42	...	3,841	984	1,045,306	1,07,813	1,040,207	1,08,697
1940-41		1,757	411	961,105	1,01,900	689,862	1,01,711

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 13.—Statement of Goods Revenue Statistics.				
	Tons originating on home line (whether local or foreign) (in thousands)—				
13-01	Coal for the public ..	649	0-19	577	0-18
13-02	Coal for foreign railways and home line construction ..	494	Nil.	427	Nil
13-03	Coal for home line ..	267	1	226	0-14
13-04	Grain and oil seeds ..	208	217	195	190
13-05	Other commodities (including other revenue stores)	520	454	469	391
13-06	Total (Items 13-01 to 13-05) ..	2,138	672	1,894	581
13-07	Other traffic ..	668	383	527	290
13-08	Total (Items 13-06 + 13-07)	2,806	1,055	2,421	871
	No. of tons carried (in thousands)—				
13-09	Coal for the public ..	670	95	588	71
13-10	Coal for foreign railways and home line construction ..	514	56	427	Nil.
13-11	Coal for home line ..	267	39	226	35
13-12	Grain and oil seeds ..	477	281	428	252
13-13	Other commodities (including other revenue stores)	878	584	752	513
13-14	Total (Items 13-09 to 13-13) ..	2,806	1,055	2,421	871
13-15	Actual number of tons carried on the System (in thousands)	3,476		3,011	
13-16	No. of tons terminating (in thousands) ...	926	493	835	422
13-17	No. of tons of cross traffic do ..	452	158	323	80
	Net ton miles (in thousands)—				
13-18	Coal for the public ..	121,348	18,319	101,497	13,228
13-19	Coal for foreign railways and home line construction ..	70,734	10,314	55,182	Nil.
13-20	Coal for home line ..	24,508	7,036	21,160	6,375
13-21	Grain and oil seeds ..	98,599	41,428	82,895	36,850
13-22	Other commodities (including other revenue stores)	130,399	52,282	103,059	46,620
13-23	Total (Items 13-18 to 13-22) ..	445,588	129,329	363,313	103,073
	Average miles a ton of goods was carried—				
13-24	Coal for the public ..	181-2	192-8	172-7	185-4
13-25	Coal for foreign railways and home line construction ..	137-7	185-0	129-2	Nil.
13-26	Coal for home line ..	91-9	179-2	93-8	185-5
13-27	Grain and oil seeds ..	206-7	147-1	192-3	146-1
13-28	Other commodities (including other revenue stores)	148-4	89-5	137-1	90-9
13-29	Total coal excluding coal for home line ..	162-3	189-9	154-4	185-4
13-30	Total goods including coal ..	158-3	122-5	150-1	118-3
	Earnings from goods carried (in thousands)—				
13-31	Coal for the public ..	26,82	3,31	22,92	2,73
13-32	Coal for foreign railways and home line construction ..	13,70	1,64	11,42	Nil.
13-33	Coal for home line ..	3,13	92	2,67	84
13-34	Grain and oil seeds ..	31,86	19,68	27,80	16,88
13-35	Other commodities (including other revenue stores)	68,15	37,55	58,77	35,71
13-36	Total (Items 13-31 to 13-35) ..	1,48,66	63,10	1,23,58	56,16

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 13.—Statement of Goods Revenue Statistics.—concluded.					
Average rate (in pies) charged for carrying a ton of goods one mile—					
13-37	Coal for the public	4-24	3-47	4-34	3-96
13-38	Coal for foreign railways and home line construction	3-72	3-05	3-97	Nil.
13-39	Coal for home line	2-45	2-52	2-42	2-52
13-40	Grain and oil seeds	6-20	9-12	6-48	8-80
13-41	Other commodities (including other revenue stores).	10-0	13-8	10-9	14-7
13-42	Total coal <i>excluding</i> coal for home line	4-05	3-32	4-21	3-96
13-43	Total goods <i>including</i> coal	6-19	9-37	6-53	10-5
13-44	Total other goods earnings (in thousands)	1,38	1,46	1,04	1,07
13-45	Total goods earnings (in thousands)—	1,45,04	64,56	1,24,62	57,23
13-46	Total electric telegraph earnings (in thousands) ..	26	14	30	15
13-47	Total Sundry earnings (in thousands) ..	3,24	2,20	2,77	1,88
13-48	Total gross earnings (in thousands) ..	2,13,15	1,07,24	1,77,39	96,25
	Steam boat earnings	Nil.	Nil.	Nil.	Nil.
No. 14.—Statement of Revenue Earnings and Expenses Rated Against Selected Units.					
N.B.—In the working expenses for purposes of statements 14 and 15 the figures of expenditure for H. M. H. the Nizam's Government lines include the actual contribution to Depreciation Fund while those for the B. E. and D. K. Railways include figures of contribution to Depreciation Fund calculated at 1/100 of the capital at charge at the end of the year previous to that to which the figures relate.					
FINANCIAL RESULTS.					
14-01	Percentage of net earnings (including Steam-boat traffic) on capital outlay on lines open and partly open, i.e., on the revenue earning mileage* ..	Per cent		‡ 11-3	‡ 9-31
OUTLAY, EARNINGS AND EXPENSES.					
(Exclusive of Steam-boat earnings and expenditure on the maintenance and working of ferry steamers and harbours as well as capital outlay on ferry service).					
14-03	Capital outlay per route mile *	..	Rs.	‡ 1,16,286-9	‡ 1,14,476-2

* Items 14-01 and 14-03.—

‡ For broad and metre gauges combined.

	Total capital outlay.				Percentage of net earnings on capital outlay.				Capital outlay per route mile.			
	1941-42.	Rs.	1940-41.	Rs.	1941-42.	Rs.	1940-41.	Rs.	1941-42.	Rs.	1940-41.	Rs.
H. M. H. the Nizam's State Ry.	15,33,90,633		15,09,37,545		11-1		9-14		1,17,737-1		1,15,913-2	
B. E. Railway	18,09,809	15,79,97,880	18,06,693	15,55,37,005	36-2	11-3	29-6	9-31	89,859-5	1,16,286-9	80,216-4	1,14,476-2
D. K. Railway	27,97,757		27,93,428		6-44		4-07		77,116-7		78,990-4	

Note.—The route mileage adopted for item 14-03 *excludes* 1-22 miles of the B. E. Railway maintained by the M. & E. M. Railway.

Item.	Heading.	Amount or Percentage.			
		1911-12.		1910-11.	
		Broad Gauge.	Metro Gauge.	Broad Gauge.	Metro Gauge.
1	2	3	4	5	6
No. 14.—Statement of Revenue Earnings and Expenses Rated Against Selected Units—concluded					
14·04	Gross earnings (in thousands of rupees) . Rs.	2,13,15	1,07,24	1,77,39	96,25
14·05	Gross earnings per mean mile worked . Rs.	30,976·4	15,963·2	25,779·0	11,327·9
14·06	Gross earnings per mean mile worked per week .. Rs.	594·0	306·1	494·4	274·8
14·07	Gross earnings per train-mile \$.. Rs.	10·0	5·78	8·90	5·45
14·08	Total working expenses (in thousands of rupees) . Rs.	83,94	58,60	71,24	54,64
14·09	Working expenses per mean mile worked per week . Rs.	238·9	167·3	206·9	156·0
14·10	Working expenses per train-mile \$. Rs.	3·94	3·13	3·72	3·00
14·11	Net earnings (in thousands of rupees) ... Rs.	1,29,21	48,04	1,03,15	41,61
14·12	Net earnings per mean mile worked . Rs.	18,778·0	7,240·3	14,990·7	6,193·7
14·13	Net earnings per train-mile \$. Rs.	6·06	2·60	5·18	2·36
14·14	Cost per 1,000 gross ton-miles (including weight of engines) * .. Rs.	5·30	9·87	5·41	10·4
14·15	Percentage of total working expenses on total earnings ... Per cent.	39·38	54·64	41·85	56·77
14·16	Percentage of total working expenses on total earnings, <i>excluding</i> from both sides of the account the expenses and earnings respectively, due to the carriage of revenue stores... Per cent.	38·22	53·96	41·75	56·10
	<i>(Inclusive of Steam-boat earnings and expenditure on the maintenance and working of ferry steamers and harbours).</i>				
14·17	Percentage of total working expenses on total earnings ... Per cent.	39·38	54·64	41·85	56·77
No. 15.—Results of Working.					
<i>(Vide note for Statement No. 14.)</i>					
DIVISION OF EXPENDITURE BETWEEN COACHING AND GOODS TRAFFIC.					
15·01	Total working expenses for both coaching and goods traffic, <i>excluding</i> expenditure on the Maintenance and Working of Ferry Steamers and Harbours and after deducting telegraph and sundry earnings ... Rs.	80,69,062	56,39,941	71,46,745	52,76,229
	Proportions, dividing expenditure in ratio of gross ton mileage—				
15·02	Coaching ... Rs.	24,20,361	24,54,998	22,32,074	25,04,848
15·03	Goods .. Rs.	56,48,701	31,84,943	49,14,671	27,71,381

* The cost adopted for this item is that shown against item 15·01.

§ The figures of train miles adopted for these items include rail car (steam propelled and internal combustion engine propelled) miles converted to train miles at the rate of 3 rail car miles per train mile.

Item.	Heading.	Amount or Percentage.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 15.—Results of Working—concluded.				
	COACHING TRAFFIC.				
15-04	Coaching earnings per train-mile \$ Rs.	6.69	3.32	5.21	3.03
15-05	Cost of hauling a passenger train one mile \$ Rs.	2.50	2.02	2.33	2.04
15-06	Profit on working a passenger train one mile \$ Rs.	4.19	1.30	2.88	0.99
15-07	Earnings per coaching vehicle per mile Pies.	70.3	52.0	60.5	48.8
15-08	Cost of hauling a passenger vehicle one mile. Pies.	26.2	31.5	27.0	32.9
15-09	Profit on working a passenger vehicle one mile Pies.	44.1	20.5	33.5	15.9
	GOODS TRAFFIC.				
15-10	Goods earnings per train-mile ... Rs.	12.5	9.88	12.1	10.6
15-11	Cost of hauling a goods train one mile ... Rs.	4.87	4.87	4.76	5.15
15-12	Profit on working a goods train one mile . Rs.	7.63	5.01	7.34	5.45
15-13	Earnings per goods vehicle per mile (<i>excluding</i> brakes) ... Pies.	60.0	52.8	57.7	55.2
15-14	Cost of hauling a goods vehicle one mile ... Pies.	28.4	26.0	22.8	26.7
15-15	Profit on working a goods vehicle one mile .. Pies.	36.6	26.8	34.9	28.5
15-16	Cost of hauling a goods unit (<i>viz.</i> , one ton) one mile ... Pies.	2.43	4.73	2.60	5.16
15-17	Cost of hauling a goods unit one mile (<i>including</i> interest on capital expended on open lines at the rate of 4 per cent per annum for 1941-42, Rs. 41,90,726) Pies.	† 4.44		† 4.98	
15-18	Profit on working a goods unit (<i>viz.</i> , one ton) one mile ... Pies.	3.76	4.64	3.93	5.34
	No. 16.—Statement of Ton Mileage (in thousands).				
16-01	Net or freight ton miles [goods and proportion of mixed] <i>excluding</i> traffic carried in departmental trains ...	443,385	126,480	361,106	100,694
16-02	Gross ton miles (<i>excluding</i> weight of engine and departmental)— Passenger and proportion of mixed ...	339,651	184,792	311,845	175,335
16-03	Goods and proportion of mixed ...	882,877	258,527	751,758	211,800
16-04	Gross ton miles (<i>including</i> weight of engine but <i>excluding</i> departmental)— Passenger and proportion of mixed ...	455,749	247,892	412,137	238,966
16-05	Goods and proportion of mixed ...	1,042,333	303,241	886,991	248,835
16-06	Gross ton miles (<i>including</i> weight of engine and departmental)— Passenger and proportion of mixed ...	456,290	248,652	412,786	240,022
16-07	Goods and proportion of mixed ...	1,064,901	322,583	908,888	265,562

† For broad and metre gauges combined.

§ The figures of train miles adopted for these items include rail car (steam propelled and internal combustion engine propelled) miles converted to train miles at the rate of 3 rail car miles per train mile.

Item	Heading	Amount or Number in thousands.			
		1911-42.		1940-41.	
		Broad Gauge	Metre Gauge	Broad Gauge	Metre Gauge
1	2	3	4	5	6
	No. 17.—Statement of Train and Engine Mileage.				
	<i>Train miles—</i>				
17·01	Passenger §	727	1,172	739	1,190
17·02	Goods—				
	(a) Main line	846	520	728	423
	(b) Branch line	35	12	16	16
	(c) Total	881	532	744	439
17·03	Mixed—				
	(a) Passenger proportion	190	38	158	29
	(b) Goods proportion	198	49	209	38
	(c) Total	388	87	367	67
17·04	Passenger and proportion of mixed §	917	1,210	897	1,219
17·05	Goods and proportion of mixed	1,079	581	953	477
17·06	Total (Items 17·04 + 17·05)	1,996	1,791	1,850	1,696
17·07	Departmental—				
	(a) Passenger and total mixed	1	4	2	3
	(b) Goods	83	72	80	61
	(c) Total [Items 17·07 (a) + 17·07 (b)]	84	76	82	64
17·08	<i>Shunting miles—</i>				
	Passenger and proportion of mixed—				
	(a) Shunting engines †	71	39	64	30
	(b) Train engines	8	11	9	9
	(c) Total †	79	50	73	39
	Goods and proportion of mixed—				
	(d) Shunting engines ††	268	138	242	122
	(e) Train engines	36	22	26	20
	(f) Total ††	304	160	268	142
17·09	<i>Other engine miles—</i>				
	Passenger and proportion of mixed—				
	(a) Assisting required	8	Nil.	5	Nil.
	(b) Assisting not required	5	1	2	1
	(c) Light	56	29	34	32
	(d) Total 'Other' [Items 17·09 (a) to 17·09 (c)]	69	30	41	33

Item.	Heading.	Amount or Number in thousands.			
		1941-42		1940-41.	
		Broad Gauge	Metre Gauge.	Broad Gauge	Metre Gauge.
1	2	3	4	5	6
	No. 17.—Statement of Train and Engine Mileage.—concluded.				
	Goods and proportion of mixed—				
	(e) Assisting required	28	Nil.	9	Nil
	(f) Assisting not required	10	1	4	1
	(g) Light	146	84	115	33
	(h) Siding	Nil	Nil.	Nil.	Nil.
	(i) Total 'Other' [Items 17·09(e) to 17·09(h)]	184	85	128	34
17·10	Departmental (including shunting)—				
	(a) Passenger and total mixed	Nil.	1	Nil.	1
	(b) Goods—Engineering	19	12	15	9
	(c) Total Goods	145	91	144	86
	(d) Total Departmental [Items 17·07 (c) + 17·10 (a) and (c)]	229	168	226	151
17·11	Total engine miles—				
	(a) Traffic engine miles—				
	(i) Passenger and proportion of mixed†	1,065	1,290	1,011	1,291
	(ii) Goods and proportion of mixed††	1,567	776	1,340	653
	(b) Total including departmental [Items 17·10 (d) + 17·11 (a) (i) and (a) (ii)] ‡	2,861	2,234	2,586	2,095

Note.—The shunting miles and the total engine miles include the following miles of shunting done at joint stations by foreign railways for our line—

1941-42 (In thousands)		1940-41 (In thousands)	
B G	M G	B G	M G
† 13	2	13	1
†† 75	8	71	6
‡ 88	10	84	7

§ (1) Includes the following Suburban train miles (in thousands).—

1941-42		1940-41.	
B G	M G.	B G	M G.
Nil	157	Nil.	157

(2) Excludes the following rail car miles—

	1941-42. (In thousands)		1940-41 (In thousands)	
	B. G.	M G.	B G.	M. G.
Steam propelled	Nil.	13	Nil.	17
Internal combustion engine propelled.	156	Nil.	181	Nil.

Item.	Heading	Amount or Number in hundreds or Percentage.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
No. 18.—Statement of Engine Hours.					
18·01	Train hours—Traffic Service—				
	(a) Passenger trains	31,0	59,8	30,9	59,0
	(b) Mixed trains—				
	(i) Passenger proportion	11,8	3,1	9,9	2,4
	(ii) Goods proportion	12,3	4,1	13,1	3,2
	(iii) Total	24,1	7,2	23,0	5,6
	(c) Goods trains—				
	(i) Main line	71,1	46,1	58,8	36,4
	(ii) Branch line	2,9	1,3	1,4	1,6
	(iii) Total	74,0	47,4	60,2	38,0
18·02	Shunting hours—Traffic Service—				
	(a) Passenger and proportion of mixed †	15,9	10,1	14,6	7,8
	(b) Goods and proportion of mixed ††	60,8	32,0	53,6	28,4
18·03	Other engine hours—Traffic Service—				
	(a) Passenger and proportion of mixed	17,9	19,1	14,8	19,5
	(b) Goods and proportion of mixed	37,2	16,0	27,8	18,7
	(c) Siding engine hours	Nil.	Nil.	Nil.	Nil.
18·04	Total engine hours—Traffic Service—				
	(a) Passenger and proportion of mixed †	76,6	92,1	70,2	89,6
	(b) Goods and proportion of mixed (including siding) ††	184,3	99,5	154,7	88,3
18·05	Departmental engine hours—				
	(a) Passenger and total mixed	1	8	1	5
	(b) Goods	37,7	23,6	36,0	22,2
	(c) Total	37,8	24,4	36,1	22,7
	(d) Mixed—Passenger proportion	Nil.	Nil.	Nil.	Nil.
	(e) Mixed—Goods proportion	Nil.	Nil.	Nil.	Nil.
18·06	Total engine hours [Items 18·04 (a) and (b) + 18·05 (c)] †	298,7	216,0	261,0	200,6
18·07	Percentage of train engine hours to total engine hours— ††				
	(a) Passenger and proportion of mixed train engine hours to total engine hours (Passenger and proportion of mixed)	56	68	58	69
	(b) Goods and proportion of mixed train engine hours to total engine hours (Goods and proportion of mixed)	39	42	38	37

NOTE.—The Shunting hours and the total engine hours include the following hours of shunting done at joint stations by foreign railways for our line.—

1941-42.			1940-41.		
(In hundreds).			(In hundreds).		
	B. G.	M. G.		B. G.	M. G.
†	2,7	3		2,6	2
††	15,0	1,7		14,3	1,2
‡	17,7	2,0		16,9	1,4

†† These amounts are included in †

Item.	Heading.	Amount or Number in thousands or Percentage.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 19.—Statement of Vehicle and Wagon Miles. (<i>In terms of 4 - wheelers</i>).				
19-01	Passenger trains—				
	(a) Coaching vehicles	12,228	14,021	11,644	13,536
	(b) Other vehicles	1,258	333	589	626
	(c) Total	13,486	14,354	12,233	14,162
19-02	Mixed trains (passenger proportion)—				
	(a) Coaching vehicles	3,983	488	3,364	384
	(b) Other vehicles	66	14	74	3
	(c) Total	4,049	502	3,438	387
19-03	Total Passenger and proportion of mixed—				
	(a) Coaching vehicles	16,211	14,509	15,008	13,920
	(b) Other vehicles	1,324	347	663	629
	(c) Total	17,535	14,856	15,671	14,549
19-04	Goods trains—				
	(i) Main lines—				
	(a) Loaded	27,618	16,124	23,846	13,738
	(b) Total	39,764	21,081	35,243	17,523
	(c) Percentage loaded of total* ..	69.46	76.48	67.66	78.40
	(ii) Branch lines—				
	(a) Loaded	594	156	278	211
	(b) Total	1,278	265	588	353
	(c) Percentage loaded of total* ..	46.49	58.71	47.26	59.79
19-05	Mixed trains (goods proportion only)—				
	(a) Loaded	3,066	466	3,183	392
	(b) Total	4,208	658	4,549	558
19-06	Grand total (Goods including proportion of mixed)—				
	(a) Loaded	31,278	16,746	27,307	14,841
	(b) Total	45,250	22,004	40,380	18,484
	(c) Percentage loaded of total* ..	69.12	76.10	67.62	77.80
19-07	Departmental—				
	(a) Passenger and total mixed ...	21	82	24	35
	(b) Goods	1,159	1,472	1,073	1,484
	(c) Total	1,180	1,554	1,097	1,519
19-08	Brake Vans—				
	(a) Passenger and total mixed ..	98	553	74	324
	(b) Goods	1,105	1,203	946	999
	(c) Total	1,193	1,756	1,020	1,323

Item.	Heading	1941-42.				1940-41.			
		Railway's own trains.		Running power trains running over the railway.		Railway's own trains.		Running power trains running over the railway.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6	7	8	9	10
	No. 20.—Statement of Running of Trains and Speed of Goods Trains.								
	Running of passenger and mixed trains [Traffic]—								
	[a] Mail and important through trains—								
20·01	Total number of trains run	2,496	2,190			2,555	2,190		
20·02	Number of trains not losing time	1,778	1,583			2,001	1,978		
20·03	Percentage of trains not losing time	71·2	72·6			78·3	90·3		
20·04	Average time-table speed	24·2	22·1			24·6	22·0		
	[b] Suburban trains—								
20·05	Total number of trains run	Nil.	12,396			Nil.	12,396		
20·06	Number of trains not losing time	Nil.	11,531			Nil.	12,088		
20·07	Percentage of trains not losing time	Nil.	93·0	Nil.	Nil.	Nil.	97·5	Nil.	Nil.
20·08	Average time-table speed	Nil.	13·5			Nil.	13·7		
	[c] Mixed trains—								
20·09	Total number of trains run	4,074	2,399			4,075	2,141		
20·10	Number of trains not losing time	2,503	1,959			2,380	1,970		
20·11	Percentage of trains not losing time	61·4	81·7			58·4	92·0		
20·12	Average time-table speed	15·6	11·5			15·6	11·8		
	[d] Other passenger trains—								
20·13	Total number of trains run	780	4,901			1,154	5,233		
20·14	Number of trains not losing time	328	4,087			822	4,898		
20·15	Percentage of trains not losing time	44·9	83·4			71·2	93·6		
20·16	Average time-table speed	24·8	18·1			23·1	18·0		
		1941-42.				1940-41.			
		Broad Gauge		Metre Gauge.		Broad Gauge.		Metre Gauge.	
	Average speed of Goods trains—								
	Through goods trains—								
	Train miles per train engine hour—								
20·17	Main lines	13·2		13·0		14·1		14·0	
20·18	Branch lines	12·0		10·0		11·9		11·2	
20·19	Total	13·1		12·9		14·0		14·0	
	All goods trains—								
	Train miles per train engine hour—								
20·20	Main lines	11·6		10·8		12·0		11·2	
20·21	Branch lines	11·9		9·48		11·7		9·52	
20·22	Total	11·8		10·8		12·0		11·1	

Item.	Heading.	Amount or Number.			
		1941-12		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 21.—Statement of Shunting and Light Running.				
	Passenger and proportion of mixed (excluding departmental)—				
21-01	Shunting miles per 100 train miles ..	8-65	4-16	8-15	3-19
21-02	Light engine miles per 100 train miles ..	6-07	2-43	3-80	2-62
21-03	Light and assisting not required miles per 100 train miles ..	6-63	2-48	4-02	2-69
	Goods and proportion of mixed (excluding departmental)—				
21-04	Shunting engine miles per 100 train miles ...	28-2	27-5	28-1	29-8
21-05	Light engine miles per 100 train miles ..	13-5	5-82	12-1	6-84
21-06	Light and assisting not required miles per 100 train miles ..	14-4	6-06	12-8	7-07
	No. 22.—Statement of Engine Usage.				
	<i>Average number of Engines—</i>				
22-01	Authorised stock ..	85	87	85	87
22-02	On line ...	83	74	84	78
22-03	Under or awaiting repair ..	12	8	11	9
22-04	Available for use ..	71	66	73	69
	<i>Actual number in good repair stored—</i>				
22-05	Maximum number in any one month ..	Nil.	Nil.	Nil.	Nil.
22-06	Minimum number in any one month ..	Nil.	Nil.	Nil.	Nil.
	<i>Average number in use daily on—</i>				
22-07	Passenger service ...	13	21	13	21
22-08	Mixed service ..	8	2	9	2
22-09	Goods service ..	26	14	22	12
22-10	Departmental service ..	7	4	6	4
22-11	Shunting including siding ..	8	8	8	8
22-12	Total ..	62	49	58	47
22-13	Spare ...	9	17	15	22
22-14	Maximum number in use on any one day ..	72	56	65	56
	<i>Engine miles per day—</i>				
22-15	Per passenger engine ...	166	162	163	159
22-16	Per mixed engine ..	136	112	116	111
22-17	Per goods engine ..	114	116	111	112
22-18	Per engine in use ..	122	125	119	122
22-19	Per engine on the line ..	91	82	82	74
	<i>Net ton miles—</i>				
22-20	Per goods locomotive day on the line ..	20,635	9,032	17,680	7,309
22-21	Per goods locomotive day in use ..	33,174	16,574	30,281	14,623
	<i>Hours worked—</i>				
22-22	Per day per engine available for use ...	11-5	8-96	9-79	7-97

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No 26 (a).—Statement of Repairs of Rolling Stock.				
	<i>Engines—</i>				
	Average number under or awaiting repairs daily—				
	In mechanical workshops—				
26(a) 01	Number	5	4	5	6
26(a) 02	Percentage of item 26(a) 01 to average total number on line	6.02	5.41	5.95	6.41
	In sheds and transportation workshops—				
26(a) 03	Number	7	4	6	4
26(a) 04	Percentage of item 26(a) 03 to average total number on line	8.43	5.41	7.14	5.13
	<i>Coaching stock—</i>				
	Average number under or awaiting repairs daily (in units)—				
	In mechanical workshops—				
26(a) 05	Passenger carriages No.	6	6	6	7
26(a) 06	Other coaching vehicles "	1	1	2	1
26(a) 07	Percentage of item 26(a) 05 to average total number on line	5.13	4.92	5.31	5.38
26(a) 08	Percentage of item 26(a) 06 to average total number on line	1.96	6.25	4.35	6.25
	In sick lines and transportation workshops—				
26(a) 09	Passenger carriages No.	4	4	3	3
26(a) 10	Other coaching vehicles "	...	...	..	1
26(a) 11	Percentage of item 26(a) 09 to average total number on line	3.06	3.25	2.38	2.64
26(a) 12	Percentage of item 26(a) 10 to average total number on line †	0.41	1.13	0.48	4.44
	<i>Goods stock—</i>				
	Average number of unserviceable wagons daily (in terms of four-wheelers)—				
	In mechanical workshops—				
26(a) 13	Number	11	7	10	6
26(a) 14	Percentage of item 26(a) 13 to average number on line daily	0.46	0.57	0.45	0.48
	In sick lines and transportation workshops—				
26(a) 15	Number	68	33	66	27
26(a) 16	Percentage of item 26(a) 15 to average number on line daily	2.83	2.70	2.96	2.16
	Average number of hot boxes—(monthly)—				
26(a) 17	Coaching	1.58	0.67	2.17	1.00
26(a) 18	Goods	22.3	9.75	21.3	6.33
26(a) 19	Coaching hot boxes per 10,000,000 vehicle miles	10.8	5.16	16.5	8.05
26(a) 20	Goods hot boxes per 1,000,000 wagon miles	5.58	4.70	6.01	8.63

† The presence of figures under this item in the absence of those of which these are percentages is due to the latter being less than half

No. 26 (b).—Statement of Cost of Repairs and Maintenance of Rolling Stock.

Item No.	Heading.	Broad gauge.				Metro gauge.	
26 (b)·01	Total equated engine miles	1941-42 ...	3,598,863			1,734,856	
		1940-41 ...	3,240,760			1,624,603	
26 (b)·02	Average number of coaching vehicles on line (in terms of 4-wheelers) including departmental	1941-42 ...	282			269	
		1940-41 ...	268			273	
26 (b)·03	Average number of wagons owned (in terms of 4-wheelers) including departmental	1941-42 ...	2,458			1,427	
		1940-41 ...	2,454			1,476	
		In Mechanical Workshops.		In Transportation Depots.		Total.	
		5'—6"	3'—3½"	5'—6"	3'—3½"	5'—6"	3'—3½"
26 (b)·04	Total cost of repairs and maintenance of.—						
	i. Locomotives ... Rs.	1941-42 ...	3,50,283	2,06,023	2,12,302	97,622	5,62,585
		1940-41 ...	2,72,142	2,32,100	1,84,939	94,594	4,57,081
	ii. Coaching vehicles ... Rs.	1941-42 ...	1,32,274	1,10,678	19,079	16,605	1,51,353
		1940-41 ...	1,09,112	94,861	19,931	17,441	1,29,043
	iii. Wagons ... Rs.	1941-42 ...	1,27,922	67,662	58,178	29,889	1,86,100
		1940-41 ...	1,24,628	74,232	53,188	21,472	1,77,816
		Locomotives.					
26 (b)·05	Cost of ordinary repairs and maintenance to locomotives per equated engine mile	1941-42 ...	1·56	1·91	0·95	0·90	2·51
		1940-41 ...	1·35	2·29	0·91	0·93	2·26
		Coaching Stock.					
26 (b)·06	Cost of ordinary repairs and maintenance per coaching vehicle on line (in terms of 4-wheelers) Rs.	1941-42 ...	469·1	411·5	67·6	61·7	536·7
		1940-41 ...	407·1	347·5	74·4	63·9	481·5
		Wagons					
26 (b)·07	Cost of ordinary repairs and maintenance per wagon owned (in terms of 4-wheelers) ... Rs.	1941-42 ...	52·0	47·4	23·7	21·0	75·7
		1940-41 ...	50·8	50·3	21·7	14·5	72·5

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 27 (a).—Statement of Coal Consumption.				
	Number of tons of fuel consumed by locomotives—				
27(a)·01	Foreign coal Tons.	Nil.	Nil.	Nil.	Nil.
27(a)·02	Indian coal "	114,262	59,742	98,585	53,462
27(a)·03	Wood "	143	†† 104	146	93
27(a)·04	Oil fuel—Diesel oil—H. S. D. * "	80	Nil.	92	Nil.
27(a)·05	Total (in terms of coal)... "	114,464	59,784	98,811	53,499
	Number of tons of fuel consumed for all other purposes, such as for pumping engines, workshops, steamers, etc.—				
27(a)·06	Foreign coal Tons.	Nil.	Nil.	Nil.	Nil.
27(a)·07	Indian coal "	4,958	2,689	4,269	2,763
27(a)·08	Wood "	9	8	21	11
27(a)·09	Oil fuel "	Nil.	Nil.	Nil.	Nil.
27(a)·10	Total (in terms of coal)... "	4,962	2,692	4,278	2,768
	Total fuel consumed—				
27(a)·11	Foreign coal "	Nil.	Nil.	Nil.	Nil.
27(a)·12	Indian coal... "	119,220	† 62,431	102,854	56,225
27(a)·13	Wood "	152	†† 112	167	104
27(a)·14	Oil fuel—Diesel oil—H. S. D. * "	80	Nil.	92	Nil.
27(a)·15	Total (in terms of coal)... "	119,426	62,476	103,039	56,267
	Average cost per ton (at pit's mouth or station of supply)—				
27(a)·16	Foreign coal Rs.	Nil.	Nil.	Nil.	Nil.
27(a)·17	Indian coal... "	† 4·70	† 4·70	4·63	4·63
27(a)·18	Wood "	6·00	6·00	6·00	6·00
27(a)·19	Oil fuel—Diesel oil—H. S. D. * "	†† 186·0	Nil.	175·0	Nil.
	Average cost per ton (including all freight, both rail and sea, from pit's mouth or station of supply to engine shed from where issued to locomotives)—				
27(a)·20	Foreign coal Rs.	Nil.	Nil.	Nil.	Nil.
27(a)·21	Indian coal "	† 6·20	† 8·34	6·19	8·27
27(a)·22	Wood "	6·32	6·32	6·56	6·56
27(a)·23	Oil fuel—Diesel oil—H. S. D. * "	†† 186·0	Nil.	175·0	Nil.

† Includes 84 tons of coal used on rail cars—steam propelled.

†† do 1 ton of wood do

‡ Includes excise duty at 3 annas per ton debited by the mines on coal supplies.

* High speed Diesel oil used on rail cars (1 Gallon of Diesel oil = 9 lbs.).

†† The cost includes freight to Lallaguda which is the station of supply for this imported oil.

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 27 (b).—Statement of Coal Consumption by Classes of Services.				
	Passenger and total mixed—				
27(b)·01	Total tons of coal consumed ... Tons.	42,250	30,241	39,973	29,252
	Rail cars (steam propelled)—				
27(b)·01A	Total tons of coal consumed ... Tons.	Nil	84	Nil.	105
	Rail cars (internal combustion engine propelled)—				
27(b)·01B	Total tons of coal consumed ... Tons.	145	Nil.	168	Nil.
	Passenger and proportion of mixed—				
27(b)·02	lbs. of coal consumed per 1,000 gross ton miles ... lbs.	254·4	260·5	175·9	264·5
	Goods—				
27(b)·03	Total tons of coal consumed ... Tons.	59,222	21,099	46,966	16,923
	Goods and proportion of mixed—				
27(b)·04	lbs. of coal consumed per 1,000 gross ton miles ... lbs.	151·3	166·9	138·3	162·6
	Shunting including siding (all Services)—				
27(b)·05	Total tons of coal consumed ... Tons.	8,093	5,495	6,587	4,564
27(b)·06	lbs. per engine mile ... lbs.	72·5	73·9	66·3	70·6
27(b)·06A	Locomotives on miscellaneous service—				
	Total tons of coal consumed ... Tons.	Nil.	Nil.	Nil.	Nil.
	Departmental—				
27(b)·07	Total tons of coal consumed ... Tons.	4,754	2,865	5,167	2,655
27(b)·08	Total tons of coal used on all locomotive services ... "	114,464	‡ 59,784	98,811	53,499
	Fuel consumed for other than locomotive purposes—§				
27(b)·09	Water pumping stations ... Tons.	3,717	1,928	3,117	1,899
27(b)·10	Electric generating stations ... "	Nil.	Nil.	Nil.	Nil.
27(b)·11	Miscellaneous purposes ... "	1,245	764	1,161	869
27(b)·12	Total ... "	4,962	2,692	4,278	2,768
	No. 28.—Statement of Efficiency.				
	Goods and proportion of mixed—				
	Wagon miles.—				
28·01	Per shunting engine hour (excluding departmental)	744	688	754	649
28·02	Per engine hour (including departmental) ...	204	179	212	167
28·03	Net ton miles (excluding weight carried in departmental trains) per engine hour (including departmental) ...	1,997	1,028	1,894	911
	Gross ton miles.—				
28·04	Per engine hour including weight of engine and departmental ...	4,796	2,621	4,767	2,403
28·05	Per train engine hour excluding weight of engine and departmental ...	10,234	5,020	10,253	5,137

‡ Excludes 307 tons of coal used on engines hired to the Bodhan Sugar Factory.

§ Includes the following quantities of firewood in terms of coal.—

Item.	1941-42.		1940-41.	
	B. G.	M. G.	B. G.	M. G.
27 (b) ·09	3	3	4	3
" ·11	1	...	4	1
" ·12	4	3	8	4

NO. 25. — Statement of Commodities.

(In hundreds).

Item.	Commodity.	Broad Gauge.						Metre Gauge.						Earnings from each commodity B. G. & M. G. (combined).	
		Quantity originating on home line whether local or foreign.		Other traffic.		Total.		Quantity originating on home line whether local or foreign.		Other traffic.		Total.			
		1941-42	1940-41	1941-42	1940-41	1941-42	1940-41	1941-42	1940-41	1941-42	1940-41	1941-42	1940-41	1941-42	1940-41
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	<i>Fuel—</i>	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Rs.	Rs.
	Coal and coke and patent fuel—														
29-01	For the public ...	648.6	577.1	21.0	10.5	669.6	587.6	2	2	92.8	71.1	93.0	71.5	30,12.7	25,65.3
29-02	For foreign railways and home line construction ...	493.5	126.0	2	3	493.7	427.2	\$ 5	Nil.	53.8	Nil.	55.8	Nil.	15,33.8	11,41.5
29-03	Total ...	1,142.1	1,004.0	21.2	10.8	1,163.3	1,014.8	2	2	146.6	71.1	148.8	71.3	45,46.5	37,06.8
29-04	Oil fuel ...	3	3	3.1	3.6	3.4	2.9	1.3	2.4	2.0	1.0	3.3	3.4	82.4	67.8
29-05	Firewood and other fuel ...	81.5	75.7	2	\$ 8	81.7	78.7	17.9	15.8	2	1	18.1	15.9	3,15.1	3,02.3
	<i>Heavy merchandise—</i>														
29-06	Rice in the husk ...	1.2	9	1.2	\$ 8	2.4	9	4	5	1	\$ 42	5	5	18.0	8.3
29-07	Rice not in the husk ...	69.7	53.2	47.5	17.1	117.2	70.3	16.0	9.6	7.3	3.8	23.3	18.4	10,61.8	6,67.2
29-08	Gram and pulse ...	24.3	38.5	129.5	110.9	153.8	179.4	21.6	32.7	32.4	33.3	54.0	66.0	11,03.8	14,14.4
29-09	Wheat ...	2.3	1.7	31.3	24.1	33.5	26.1	6.9	9.7	10.1	6.4	17.0	16.1	3,61.6	3,39.5
29-10	Jowar and bajra ...	21.9	32.2	7.0	7.3	29.5	29.5	38.5	15.5	4.0	2.6	42.5	18.3	6,02.4	3,12.5
29-11	Other grains ...	5	6	2.1	1.7	2.6	2.3	9	7	1.4	8	2.3	1.5	28.0	26.0
29-12	Marble and stone ...	115.0	81.9	5	6	115.5	85.7	6	2	7.2	9.0	7.8	9.2	4,09.5	3,62.1
29-13	Salt ...	1	2.1	45.6	43.0	45.7	45.1	6	3	24.2	23.0	24.8	23.3	7,03.8	6,67.4
29-14	Sugar, refined and unrefined ...	1.6	2.0	6.0	3.9	7.6	5.9	19.6	14.1	8.3	3.7	22.9	17.8	3,22.0	2,54.0
29-15	Wood, unwrought ...	37.8	36.4	8.4	1.7	46.2	38.1	5.5	2.7	8.0	6.1	13.5	8.8	5,92.2	4,46.9
29-16	Metallic ores ...	2	\$ 19	7	\$ 1	9	1	\$ 5	\$ 1	4	\$ 6	4	\$ 7	7.8	6
29-17	Oil-seeds ...	87.7	78.0	50.4	42.2	138.1	120.2	132.5	120.9	8.4	10.4	140.9	131.3	19,73.5	16,05.5
29-18	Cotton, raw, pressed ...	3.1	1.8	17.8	13.7	20.9	15.5	42.3	48.7	1.1	5	43.4	49.2	11,58.5	11,05.8
29-19	Petrol (in bulk) ...	Nil.	\$ 24	9.3	7.9	9.3	7.9	4	5	1	3	5	8	2,88.5	2,47.2
29-20	Kerosene oil (in bulk) ...	8 35	Nil.	3.8	1.2	3.8	4.2	\$ 18	\$ 1	1.2	1.4	1.2	1.4	66.6	75.2
29-21	Molasses (in bulk) ...	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.	Nil.
...	Cement ...	1.9	1.3	25.5	18.0	27.4	19.3	3	1	7.5	4.7	7.8	4.8	2,23.3	1,66.7
29-22	Total heavy merchandise ...	367.3	323.6	387.4	326.9	754.7	650.5	286.1	256.2	116.7	111.2	402.8	367.1	80,25.3	77,89.3
	<i>Light merchandise—</i>														
29-23	Cotton, raw, unpressed ...	9	1.4	\$ 26	4	9	1.8	1.4	1.6	\$ 37	\$ 9	1.4	1.6	36.5	35.6
29-24	Cotton, manufactured ...	6.4	6.4	14.5	15.7	20.9	22.1	6.1	5.4	3.1	4.5	9.2	9.9	5,34.8	5,59.5
29-25	Fodder ...	3.9	6.1	4.7	5.3	8.6	11.4	2.3	2.1	5	5	2.8	2.4	79.5	91.1
29-26	Fruits and vegetables, fresh ...	1.6	2.8	5.1	6.4	6.7	9.2	104.5	91.2	2.0	1.2	106.5	92.4	2,33.1	2,39.5
29-27	Gur, jaggery, molasses, etc., (not in bulk) ...	5	4	3.5	4.5	4.0	4.9	4.1	4.1	3.7	4.0	7.8	8.1	1,09.6	1,24.7
29-28	(a) Jute, raw ...	\$ 39	\$ 15	1	\$ 10	1	\$ 25	\$ 12	\$ 2	\$ 2	\$ 1	\$ 14	\$ 9	9	3
...	(b) Jute manufactured ...	2.0	Nil.	8.9	Nil.	10.9	Nil.	1.5	Nil.	3.6	Nil.	5.1	Nil.	1,58.0	Nil.
29-29	Iron and steel, wrought ...	8.5	6.4	9.9	13.1	18.4	19.5	3.2	4.8	4.9	8.1	8.1	12.9	3,10.9	3,80.3
29-30	Kerosene oil (in tins) ...	3	4	8.9	5.3	4.2	5.7	3	3	3.6	4.8	8.9	4.6	1,00.8	1,29.2
29-31	Petrol (in tins) ...	5	8	1	\$ 44	6	8	2	3	3	4	5	7	20.9	25.0
29-32	Tobacco ...	2.5	2.3	9.4	8.3	11.9	10.6	2.9	3.2	2.1	1.6	5.0	4.8	2,68.9	3,37.2
29-33	Provisions... ..	16.2	34.2	22.9	29.2	39.1	63.4	5.9	23.4	9.0	10.6	14.9	34.0	7,24.0	10,71.8
29-34	Vegetable oils ...	21.7	Nil.	15.4	Nil.	37.1	Nil.	18.8	Nil.	2.2	Nil.	20.8	Nil.	5,56.4	Nil.
29-35	Total light merchandise ...	65.0	61.2	98.4	88.2	163.4	149.4	151.0	136.4	35.0	35.0	186.0	171.4	32,27.3	29,94.1
29-36	Other commodities ...	82.8	77.5	105.5	66.5	188.3	144.0	60.0	66.9	25.4	29.7	88.4	86.6	25,55.8	23,52.1
29-37	Total General Merchandise ...	515.1	462.3	591.3	481.6	1,106.4	943.9	497.1	449.5	180.1	175.9	677.2	625.1	1,47,08.4	1,31,35.5
29-38	Military traffic ...	9.9	7.2	42.9	19.6	52.8	26.8	8	1	9.6	3.9	10.4	4.0	3,61.5	1,63.2
29-39	Live stock ...	4	7	2	2	8	9	1.1	5	\$ 26	1	1.1	6	20.3	21.2
29-40	Railway materials ...	34.9	54.8	8.6	11.6	43.5	66.4	43.7	22.5	1.2	2.3	44.9	24.8	1,01.5	1,30.8
	<i>Materials and stores on revenue account—</i>														
29-41	Fuel ...	266.8	225.8	Nil.	Nil.	266.8	225.8	7	2	40.6	34.2	41.3	34.4	4,05.8	3,51.6
29-42	General Stores and materials ...	86.4	59.9	9	8	87.3	60.7	109.2	90.0	1.2	1.2	110.4	91.2	1,25.2	94.7
29-43	Total ...	353.2	285.7	9	8	354.1	286.5	109.9	90.2	41.8	35.4	151.7	125.6	5,31.0	4,46.5
29-44	Total all commodities ...	2,137.4	1,893.7	688.4	527.2	2,805.5	2,420.9	672.0	551.2	383.5	289.9	1,055.5	871.0	2,06,75.7	1,79,73.6

\$ These are units and not hundreds.

**No. 30—Analysis of Operating Expenses
for the year 1941-42.**

—○○○○—
TABLES A. TO H.

TABLE
Maintenance of

REFERENCE TO ACCOUNTS.		B. G.						
Abstract and minor head.	Sub-head.	Details.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per equated track mile.	Per 100 lineal feet of opening per track.	Per 100 square feet of plinth area per floor. (Not available).
				(a) (686'89)	(796'91)	(662'12)	(31'644)	(1,045)
A. I.		GENERAL ADMINISTRATION.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
	1100	Pay and leave salary—						
		1110. Administrative and executive officers—(Total)	1,02,117	148'66	128'14	154'23		
		1120. Subordinate supervising staff—(Total) ...	70,576	102'75	88'66	106'69	Not required.	Not required.
		1130. Office staff (Total) ...	96,885	141'05	121'58	146'72		
		1200-1700. Other items ...	34,501	50'23	43'29	52'11	Not required.	Not required.
		TOTAL GENERAL ADMINISTRATION (A. I. TOTAL) ...	3,04,079	442'69	381'57	459'25		
II.		REPAIRS AND MAINTENANCE.						
	2100	Structural works—Repairs and maintenance—						
		2110. Track (including sidings other than workshop sidings)—Ordinary ...	6,12,380	891'53	766'44	924'68		
		2120 & 2130. Bridges (including foot and road bridges)—Ordinary ...	26,808	39'03	33'64		84'72	
		2150. Service buildings—Ordinary ...	9,000	13'10	11'29	Not required.	Not required.	Not required.
		2160. Residential staff quarters—Ordinary ...	57,432	83'61	72'07			
		2140, 2170, 2180 & 2190. Other items (Total)—Ordinary ...	24,089	35'07	30'23	36'38		
		Structural works—Total repairs and maintenance (2100. Total—Ordinary) ...	7,29,709	1,062'34	915'67	1,102'08		
		Structural works—Total special repairs and maintenance (2100. Total—Special) ...	15,966	23'24	20'04	24'11		
		STRUCTURAL WORKS—TOTAL (2100) ...	7,45,675	1,085'58	935'71	1,126'19		
	2200	Equipment—						
		2250. Signal and interlocking works { Ordinary repairs & maintenance. ...	26,482	38'55	33'23	Not required.		25'34
		{ Special repairs & maintenance. ...	857	1'25	1'07			0'82
		Equipment—Total (2200) ...	67,181	97'81	84'30	101'47	Not required.	Not required.
	2300	Conservancy of rivers ...	...	...	...	...
	2400	Plantations, nurseries and gardens ...	5,014	7'30	6'29	7'57		
	2500	New minor works ...	17,573	25'58	22'05	26'54		
	2600	Miscellaneous expenses ...	35,541	51'74	44'60	53'68		
	2800	Replacements and renewals ...	...	...	...	...
		TOTAL REPAIRS AND MAINTENANCE (A. II—TOTAL) ...	8,70,954	1,268'01	1,092'95	1,315'45		
IV.		Contribution to Depreciation Reserve Fund (A. IV—Total) (b) ...	2,75,358	400'88	345'58	415'87		
		TOTAL WORKING EXPENSES—ABSTRACT A ...	14,50,421	2,111'58	1,820'05	2,190'57		

Note.—The figures within brackets at the top of columns are the relative fundamental

(a) The mileage maintained, 686'89 miles—688'11 miles open on 31st March 1942

(b) "In the total working expenses, under Abstracts A to H" shown in this the capital at charge at the end of the previous year for B. E. & D. K.

(c) For the purpose of obtaining figures for head IV in Tables A, B & C, the total actual expenditure on replacements & renewals during the previous five

(d) The train miles shown in this column include rail car (steam propelled and

EXPENSES.

A.

Structural Works.

System.			M. G. System.									
Per train mile.	Percentage of total expenditure under Abstract A.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per mile of line maintained.	Per mile of track including sidings.	Per equated track mile.	Per 100 lineal feet of opening per track.	Per 100 square feet of plinth area per floor.	Per lever.	Per train mile.	Percentage of total expenditure under Abstract A.	Percentage of total expenditure under Abstracts A to H.
(2,130,606) (d)	(14,50,421)	(83,93,869) (b)		(671.80)	(777.98)	(457.49)	(31,655)	(Not available).	(836)	(1,871,233) (d)	(12,23,155)	(58,59,684) (b)
As.			Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	As.		
Not required.	7.04	1.22	81,354	121.10	104.57	177.83	Not required.		Not required.	Not required.	6.65	1.39
	4.86	0.84	60,695	90.34	78.02	132.67	Not required.		Not required.	Not required.	4.96	1.03
	6.68	1.15	74,111	110.32	95.28	161.99	Not required.		Not required.	Not required.	6.06	1.26
	2.38	0.41	28,482	42.40	36.61	62.26	Not required.		Not required.	Not required.	2.33	0.49
	20.96	3.62	2,41,642	364.16	314.46	584.75					20.00	4.17
Not required.	42.22	7.29	5,68,105	845.65	730.23	1,241.77			Not required.	Not required.	46.44	9.70
	1.85	0.32	11,878	17.68	15.27	Not required.	27.52		Not required.	Not required.	0.97	0.20
	0.62	0.11	10,849	16.16	18.96	Not required.	Not required.		Not required.	Not required.	0.89	0.18
	8.96	0.68	47,800	71.16	61.46	Not required.	Not required.		Not required.	Not required.	3.91	0.82
	1.66	0.20	23,095	35.72	30.84	52.45	Not required.		Not required.	Not required.	1.96	0.41
	50.31	8.60	6,62,633	986.36	851.74	1,448.41					54.17	11.31
	1.10	0.19	28,200	34.53	29.82	50.71					1.90	0.39
	51.41	8.88	6,83,883	1,020.89	881.56	1,499.12					56.07	11.70
0.20	1.83	0.31	17,133	25.50	22.02	Not required.			20.49	0.15	1.40	0.29
0.01	0.06	0.01	196	0.29	0.25	...			0.23	0.00	0.02	0.00
Not required.	4.68	0.80	49,971	74.38	64.23	109.23	Not required.		Not required.	Not required.	4.09	0.85
	...	...	...	...	...	...	Not required.		Not required.	Not required.	...	...
	0.35	0.06	3,770	5.61	4.84	8.24	Not required.		Not required.	Not required.	0.31	0.07
	1.21	0.21	18,326	27.28	23.56	40.05	Not required.		Not required.	Not required.	1.50	0.31
	2.45	0.43	25,619	38.14	32.93	56.00	Not required.		Not required.	Not required.	2.09	0.44
	...	...	...	...	...	...	Not required.		Not required.	Not required.	...	...
	60.05	10.38	7,83,619	1,166.30	1,007.12	1,712.64					64.06	13.37
	18.99	3.28	1,04,994	290.25	250.64	426.23					15.94	3.33
	100.00	17.28	12,23,155	1,820.71	1,572.22	2,673.62					100.00	20.87

units such as route miles, train miles, engine miles etc, used as divisors.

less 1.22 miles maintained by the M. & S. M. Railway.

column the figures for head IV (contribution to depreciation fund) are actuals as regards H. E. H. the Nizam's Government lines and 1/10th of Railways vide Government of India Railway Board's letter No. 1205-ST/ORA dated 29th March 1937.

amount of actual contribution to the Depreciation Fund for the year has been distributed to the Tables A, B & C in the proportion of the years, vide instructions contained in Government of India Railway Board's Letter No. 1231-ST/11 dated 15th July 1939.

internal combustion engine propelled) miles converted to train miles at the rate of 3 rail car miles per train mile.

No. 30.—WORKING EXPENSES—continued.

T A B L E B.

Maintenance and Supply of Locomotive Power.

REFERENCE TO ACCOUNTS.		B. & G. System.						M. & G. System.					
Abstract and minor head.	Sub-head.	Details.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per engine mile.	Per 1,000 gross ton miles.	Per train mile.	Percentage of total expenditure under Abstract B.	Percentage of total expenditure under Abstract A to H.
			Rs.	As.	Rs.	As.	(c)	Rs.	As.	Rs.	As.	(d)	(e)
B. I.		GENERAL ADMINISTRATION (B. I.—Total) ...	1,91,350	1-07	0-13	1-47	5-17	1,44,314	1-03	0-25	1-24	10-55	2
II.		REPAIRS AND MAINTENANCE.											
	2100	Locomotives,—											
		2110. Running repairs ...	2,12,302	1-19	0-14	1-63	9-06	87,622	0-70	0-17	0-84	7-13	1-
		2120. Workshop repairs (out-turn from manufacture suspense) ...	3,50,953	1-96	0-23	2-70	14-35	2,06,142	1-48	0-36	1-77	15-05	3-
	2200	Equipment—(Total) ...	50,296	0-29	0-01	0-39	2-18	30,813	0-22	0-06	0-26	2-25	0-
	2300	New minor works ...	2,053	0-01	0-00	0-02	0-09	2,047	0-01	0-00	0-02	0-15	0-
		TOTAL REPAIRS AND MAINTENANCE (B. II.—Total) ...	6,16,234	3-45	0-41	4-74	26-31	3,36,624	2-41	0-59	2-89	24-58	5-
III.		OPERATING EXPENSES.											
	3100	Running staff—(Total) ...	4,09,117	2-29	0-27	3-15	17-16	2,79,028	2-00	0-49	2-39	20-38	4-
	3200	Fuel—(Total) ...	7,25,152	4-05	0-48	5-58	30-96	5,22,691	3-74	0-91	4-48	38-17	8
	3300	Water ...	60,158	0-34	0-04	0-46	2-57	38,891	0-28	0-07	0-33	2-84	0
	3400	Oil, tallow and other stores ...	61,803	0-34	0-04	0-48	2-64	30,191	0-28	0-07	0-34	2-86	0
		TOTAL (3300 and 3400) ...	1,21,961	0-68	0-08	0-94	5-21	78,082	0-56	0-14	0-67	5-70	1
	3500	Payments to other railways—(Total) ...	85,814	0-48	0-05	0-66	3-66	11,779	0-08	0-02	0-10	0-86	0
	3600	Miscellaneous expenses—(Total) ...	13,776	0-08	0-01	0-11	0-59	3,133	0-02	0-01	0-03	0-23	0
		TOTAL OPERATING EXPENSES (B. III.—Total) ...	13,55,920	7-58	0-89	10-44	57-88	8,71,155	6-24	1-53	7-47	68-62	14
IV.		CONTRIBUTION TO DEPRECIATION RESERVE FUND—(B. IV. TOTAL) (b) ...	1,78,919	1-00	0-12	1-35	7-64	17,049	0-13	0-03	0-14	1-25	0
		TOTAL WORKING EXPENSES—ABSTRACT B ...	23,42,353	13-10	1-55	18-03	100-00	13,69,243	9-81	2-40	11-74	100-00	24

NOTE.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.
 (a) Vide foot-note (b) in Table A.
 (b) Vide foot-note (c) in Table A.
 (c) The train miles shown in this column exclude rail cars (steam propelled and internal combustion engine propelled).
 (d) The gross ton miles shown in this column exclude rail cars.

No. 30.—WORKING EXPENSES—continued.

TABLE C.

Maintenance of Carriage and Wagon Stock.

REFERENCE TO ACCOUNTS.		B. G. System.					M. G. System.					
Abstract and minor head.	Sub-head.	Details.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of total expenditure under Abstract C.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per 1,000 vehicle miles run by home and foreign vehicles.	Per train mile.	Percentage of total expenditure under Abstract C.	Percentage of total expenditure under Abstracts A to G.
			Rs.	Rs.	As.	(16.46.691)	(83.93.899)	Rs.	Rs.	As.	(9.60.698)	(58,59.684)
			1,07,883	1.68	0.81	6.55	1.28	74,219	1.93	0.63	7.73	1.26
		GENERAL ADMINISTRATION—(C. I. TOTAL)										
		REPAIRS AND MAINTENANCE										
		Coaching vehicles—										
		2110 Running repairs	20,855	(e) 1.18	0.16	1.27	0.25	13,580	(e) 1.01	0.13	1.62	0.27
		2120 and 2130. Workshop repairs (out turn from manufacture suspense)	1,32,775	(e) 7.50	1.00	8.06	1.58	1,11,441	(e) 7.45	0.95	11.60	1.90
		Rail cars—(Total)	10,665	(f) 68.14	0.08	0.64	0.13	5,191	(g) 387.42	0.05	0.54	0.09
		Goods wagons—										
		2310. Running repairs	42,505	(h) 0.92	0.32	2.58	0.51	26,105	(h) 1.11	0.22	2.72	0.44
		2320. Workshop repairs (out-turn from manufacture suspense)	1,27,930	(h) 2.76	0.96	7.77	1.52	68,236	(h) 2.91	0.56	7.10	1.16
		Payments to and receipts from foreign Railways on account of damage to and deficiencies in interchange stock	13,388	0.21	0.10	0.81	0.16	3,513	0.09	0.03	0.37	0.06
		Equipment—(Total)	16,755	0.26	0.12	1.02	0.20	9,329	0.26	0.09	1.03	0.17
		New Minor Works	1,779	0.03	0.01	0.11	0.02	1,111	0.03	0.01	0.11	0.02
		TOTAL REPAIRS AND MAINTENANCE—(O II.—Total)	3,66,552	5.72	2.75	29.26	4.37	2,41,065	6.27	2.06	25.09	4.11
		OPERATING EXPENSES.										
		Inspection of running vehicles—(Total)	64,816	1.01	0.49	3.94	0.77	40,275	1.05	0.34	4.19	0.69
		Rail cars—(Total)	35,197	(j) 246.73	0.29	2.32	0.46	2,040	(n) 152.25	0.02	0.22	0.04
		Payments to other Railways—(Total)	-20,055	-0.31	-0.15	-1.22	-0.24	-262	-0.00	-0.01	-0.03	-0.01
		Miscellaneous—(Total)	3,273	0.05	0.02	0.20	0.04	2,324	0.06	0.02	0.24	0.04
		TOTAL OPERATING EXPENSES (O III.—Total)	86,231	1.34	0.65	5.24	1.03	44,377	1.16	0.39	4.62	0.76
		CONTRIBUTION TO DEPRECIATION RESERVE FUND—(O IV.—Total) (b)	10,86,026	16.94	8.16	65.95	12.94	6,01,007	15.64	5.14	62.56	10.26
		TOTAL WORKING EXPENSES—ABSTRACT C	16,46,691	25.68	12.37	100.00	19.62	9,60,698	25.00	8.21	100.00	16.39

Note. The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc. used as divisors.

- | | | | |
|-----|---|---------------------------|--------------------------|
| (a) | Vide foot-note (b) in Table A. | | |
| (b) | Vide foot-note (c) in Table A. | | |
| (c) | Vide foot-note (d) in Table A. | | |
| (d) | Includes double mileage for bogie vehicles. | | |
| (e) | Per 1,000 coaching vehicle miles due to home and foreign stock run on home line { | H. G. system, 17,710,309, | M. G. System 14,951,121. |
| (f) | Per 1,000 mail car miles (internal combustion engine propelled) | { do 164,507, | { Nil. |
| (g) | Per 1,000 rail car miles (steam propelled) | { do Nil. | { do 13,399. |
| (h) | Do goods vehicle miles due to home and foreign stock run on home line { | { do 46,408,562, | { do 23,476,276. |

No. 30.—WORKING EXPENSES—continued.

TABLE D.

Maintenance and working of Ferry Steamers and Harbours.

N I L.

TABLE E.

Expenses of Traffic Department.

Expenses of Tramc Department.												
REFERENCE TO ACCOUNTS.		Details.	B. G. System.					M. G. System.				
Abstract and minor head.	Sub-head.		Total amount.	Per train mile.	Percentage of total expenditure under Abstract E.	Percentage of traffic earnings, Abstracts X & Y.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per train mile.	Percentage of total expenditure under Abstract E.	Percentage of traffic earnings, Abstracts X & Y.	Percentage of total expenditure under Abstracts A to H.
			(2,130,606)	(b)	(14,64,219)	(2,09,90,371)	(83,93,869)	(1,871,233)	(c)	(11,25,983)	(1,05,04,306)	(58,59,684)
							(a)					(u)
E. I.		GENERAL ADMINISTRATION—(E. I.—Total) ...	Rs.	As.	13-21	0-92	2-31	Rs.	As.	12-47	1-31	2-40
II.		REPAIRS AND MAINTENANCE.										
	2100	Equipment - Total ..	10,212	0-08	0-70	0-15	0-12	6,620	0-06	0-39	0-06	0-11
		TOTAL REPAIRS AND MAINTENANCE—(E. II.) ..	10,212	0-08	0-70	0-05	0-12	6,620	0-06	0-53	0-06	0-11
III.		OPERATING EXPENSES.										
	3100	Pay, Wages and Allowances.—										
		3101. General operating staff (Inspectors, Carpenters, etc.) ...	28,227	0-21	1-93	0-13	0-34	22,199	0-19	1-97	0-21	0-38
		3102. Station staff ...	4,48,838	3-37	30-62	2-14	5-34	4,21,451	3-60	37-13	4-01	7-19
		3103. Train staff ...	59,798	0-45	4-08	0-28	0-71	48,403	0-42	1-39	0-47	0-84
		3104. Mileage and overtime of train staff ...	70,015	0-53	4-78	0-33	0-83	61,655	0-53	5-48	0-59	1-05
		3105. Travelling ticket examining staff ...	22,636	0-17	1-55	0-11	0-27	22,453	0-19	1-94	0-21	0-39
	3200	Stores, Stationery, forms etc. —										
		3201. Fires, lights and general stores for stations & traffic yards	53,958	0-40	3-69	0-26	0-61	46,135	0-39	4-10	0-44	0-79
		3202. Water and general stores in trains	18,579	0-14	1-27	0-09	0-22	16,775	0-11	1-49	0-16	0-29
		3203. Clothing ...	14,729	0-11	1-01	0-07	0-18	19,208	0-17	1-71	0-18	0-33
		3204. Stationery, Forms and Tickets ...	51,741	0-39	3-52	0-26	0-62	29,139	0-25	2-59	0-28	0-50
		Expenses on handling, collection and delivery of goods—Total	23,681	0-18	1-62	0-11	0-28	16,615	0-14	1-18	0-16	0-28
	3300	Expenses at out-agencies	60,820	0-46	4-15	0-29	0-72	1,57,251	0-35	13-97	1-50	2-69
	3400	Payments to other railways—Total	1,93,748	1-45	13-23	0-92	2-31	69,099	0-59	6-11	0-66	1-18
	3500	Conference hire and penalty charges on interchanged stock	1,68,149	1-26	11-48	0-80	2-00	11,359	0-10	1-01	0-11	0-19
	3700	Compensation for goods, etc. lost or damaged	5,821	0-04	0-40	0-03	0-07	3,188	0-03	0-28	0-03	0-05
	3800	Miscellaneous expenses—Total	39,966	0-30	2-73	0-19	0-48	32,885	0-25	2-92	0-31	0-56
		TOTAL OPERATING EXPENSES (E. III.) ...	12,60,206	9-46	86-06	6-01	15-01	9,78,935	8-37	86-94	9-32	16-71
		TOTAL WORKING EXPENSES—ABSTRACT E ...	14,64,219	11-00	100-00	6-98	17-44	11,25,983	9-63	100-00	10-72	19-22

NOTE.—The figures within brackets at the top of columns are the total amounts for the respective systems.

NOTE.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.
(a) *Vide* foot-note (b) in Table A, (b) *Vide* foot-note (a) in Table A.

TABLE F.

Expenses of General Departments.

REFERENCE TO ACCOUNTS.		Details.	B. G. System.				M. G. System.			
Abstract and minor head.	Sub-head.		Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.
				(2,130,606) (b)	(2,13,15,178)	(83,93,869) (a)		(1,871,233) (b)	(1,07,24,049)	(58,59,684) (a)
F. I.		GENERAL ADMINISTRATION.	Rs.	As.			Rs.	As.		
	1100	London Board	97,752	0 73	0 46	1 17	70,857	0 61	0 66	1 21
	1200	Charges in India for Government supervision, control and audit ..	23,608	0 18	0 11	0 28	15,062	0 13	0 14	0 26
	1300	General Manager's Office .	1,26,435	0 95	0 50	1 51	91,566	0 78	0 85	1 56
	1400	Accounts and Audit Department ...	2,01,733	1 51	0 95	2 10	1,46,367	1 25	1 37	2 50
	1500	Stores Department	1,06,217	0 80	0 50	1 27	73,749	0 63	0 68	1 26
	1600	Cash and Pay Department ...	18,804	0 14	0 09	0 22	13,610	0 12	0 13	0 23
	1700	Medical Department	97,638	0 73	0 46	1 16	75,280	0 64	0 70	1 28
	1800	Police	89,880	0 68	0 42	1 07	69,498	0 55	0 63	1 70
	1900	Miscellaneous expenses ...	108	0 00	0 00	0 00	131	0 00	0 00	0 00
		TOTAL GENERAL ADMINISTRATION (F. I).	7,62,173	5 72	3 58	9 08	5,86,090	5 01	3 46	10 00
II.		REPAIRS AND MAINTENANCE.								
	2100	Equipment	5,335	0 04	0 02	0 06	3,825	0 03	0 04	0 07
		TOTAL REPAIRS AND MAINTENANCE (F. II).	5,335	0 04	0 02	0 06	3,825	0 03	0 04	0 07
		TOTAL WORKING EXPENSES ABSTRACT F.	7,67,508	5 76	3 60	9 14	5,89,915	5 04	3 50	10 07

Note.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

(a) Vide foot-note (b) in Table A.

(b) Vide foot-note (d) in Table A.

TABLE G.

Miscellaneous Expenses.

REFERENCE TO ACCOUNTS.		Details	B. G. System				M. G. System.			
Abstract and minor head.	Sub-head.		Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.	Total amount.	Per train mile.	Percentage of total earnings.	Percentage of total expenditure under Abstracts A to H.
			(2,130,606) (b)	(2,13,15,178)	(83,93,869) (a)		(1,871,233) (b)	1,07,24,049	(58,59,634) (a)	
G. I.		GENERAL ADMINISTRATION.	Rs.	As.			Rs.	As.		
	1100	Law charges (less costs recovered)	5,991	0'05	0'03	0'07	4,058	0'04	0'04	0'07
	1200	Rents, rates and taxes --								
		1201 & 1202. Rents of buildings and lands--Total	- 3	- 0'00	- 0'00	- 0'00	- 77	- 0'00	- 0'00	0'00
		1203. Rates and taxes ...	4,650	0'01	0'02	0'06	4,163	0'04	0'04	0'07
	1300	Contribution to Provident Institutions	2,43,816	1'83	1'14	2'01	1,76,555	1'51	1'65	3'01
	1400	Gratuities ...	86,155	0'66	0'41	1'05	62,812	0'54	0'58	1'07
	1600	Compensation (other than those included in R. III) ..	3,319	0'02	0'02	0'04	2,459	0'02	0'02	0'04
	1800	Educational grants ...	22,168	0'21	0'15	0'38	23,718	0'20	0'22	0'40
	1700	Health and welfare service ...	61,051	0'46	0'29	0'73	46,279	0'40	0'43	0'79
	1800	Publicity expenses .	15,858	0'12	0'08	0'19	11,740	0'10	0'11	0'20
	1900	Miscellaneous items --								
		1910. Fire protection of railway property ...	9,272	0'07	0'04	0'11	3,874	0'03	0'04	0'07
		1920. Expenses in connection with the I. R. C. A. ..	2,086	0'02	0'01	0'02	1,476	0'01	0'01	0'03
		1930. Miscellaneous contributions and grants ...	8,505	0'06	0'04	0'10	6,256	0'05	0'06	0'11
		1940. Sundry losses or gains ...	..	..	..	..	..	..	..	..
		1950. Minor surveys ...	..	..	..	..	..	..	..	..
		TOTAL GENERAL ADMINISTRATION (G.I)	4,74,843	3'57	2'23	5'66	3,43,818	2'94	3'20	5'86
III.		OPERATING EXPENSES.								
	3100	Indian charges and stores, excluding fuel etc. ...	..	..	..	..	..	..	..	..
	3200	Catering department ..	9,779	0'07	0'06	0'11	6,834	0'06	0'07	0'12
	3300	Miscellaneous expenses ...	24,146	0'18	0'11	0'29	17,557	0'15	0'16	0'30
		TOTAL OPERATING EXPENSES (G.III) ..	33,925	0'25	0'16	0'40	24,391	0'21	0'23	0'42
		TOTAL WORKING EXPENSES ABSTRACT G. ...	5,08,768	3'82	2'39	6'06	3,67,704	3'15	3'43	6'28

NOTE.—The figures within brackets at the top of columns are the relative fundamental units such as route miles, train miles, engine miles etc., used as divisors.

(a) Vide foot-note (b) in Table A.

(b) Vide foot-note (d) in Table A.

No. 30—WORKING EXPENSES.—continued.

T A B L E H.

Expenses of Electrical Department.

REFERENCE TO ACCOUNTS.		B. G. System.						M. G. System.				
Abstract and minor head.	Sub-head.	Details.	Total amount.	Per 1000 vehicle miles run by home and foreign vehicles. (64,118,872)	Per train mile. (2,130,606)	Percentage of total expenditure under Abstract H. (2,13,909)	Percentage of total expenditure under Abstracts A to H (83,93,869)	Total amount.	Per 1000 vehicle miles run by home and foreign vehicles. (38,427,396)	Per train mile. (1,871,233)	Percentage of total expenditure under Abstract H. (2,22,917)	Percentage of total expenditure under Abstracts A to H. (58,59,684)
H. I.		GENERAL ADMINISTRATION (TOTAL—H. I.)	20,462	0.46	0.22	13.77	0.35	Rs. 22,499	Rs. 0.58	As. 0.19	10.06	0.38
II.		REPAIRS AND MAINTENANCE.										
2100		Electric traction.			Not applicable to this Railway.							
2200		Electric general services.—										
		2210. Electric plant and equipment	52,030	0.81	0.39	24.32	0.02	27,092	0.71	0.23	12.15	0.46
		2220. Miscellaneous equipment	1,869	0.03	0.02	0.88	0.02	3,532	0.09	0.03	1.59	0.06
		2230. New minor works										
		TOTAL (2200)	53,899	0.84	0.41	25.20	0.04	30,624	0.80	0.26	13.74	0.52
2300		Electric communication services.—										
		2310. Train movement instruments and apparatus	53,072	0.83	0.40	24.51	0.03	1,04,236	2.71	0.89	46.76	1.78
		2320. Communication circuits and apparatus	14,990	0.23	0.11	7.01	0.18	17,522	0.46	0.15	7.86	0.30
		2330. Miscellaneous equipment										
		2340. New minor works	— 63	— 0.00	— 0.00	— 0.03	— 0.00	— 248	— 0.01	— 0.00	— 0.11	— 0.01
		TOTAL—(2300)	67,999	1.06	0.51	31.70	0.81	1,21,510	3.16	1.04	54.51	2.07
III.		TOTAL REPAIRS AND MAINTENANCE—(H. II.)	1,21,598	1.90	0.92	56.90	1.45	1,52,134	3.96	1.30	68.25	2.59
		OPERATING EXPENSES.										
3100		Electric traction.			Not applicable to this Railway.							
3200		General services.—										
		3210. Supply of energy for power and lighting	1,880	0.03	0.01	0.88	0.02	1,271	0.03	0.01	0.57	0.02
		3220. Other operating labour and stores	...									
		3230. Miscellaneous expenses										
		TOTAL (3200)	1,880	0.03	0.01	0.88	0.02	1,271	0.03	0.01	0.57	0.02
3300		Communication services.—										
		3310. Train movement instruments and apparatus	27,051	0.42	0.21	12.64	0.32	19,741	0.52	0.17	8.86	0.34
		3320. Communication circuits and apparatus	34,890	0.55	0.26	16.31	0.42	26,152	0.73	0.24	12.63	0.48
		TOTAL—(3310 and 3320)	61,941	0.97	0.47	28.95	0.74	47,893	1.25	0.41	21.49	0.82
		Miscellaneous—(Total)	— 1,272	— 0.02	— 0.01	— 0.59	— 0.01	— 320	— 0.02	— 0.01	— 0.37	— 0.01
		TOTAL OPERATING EXPENSES—(H. III.)	62,549	0.98	0.47	29.24	0.75	48,344	1.26	0.41	21.69	0.83
IV.		CONTRIBUTION D. DEPRECIATION RESERVE FUND—(H. IV.—Total)	...									
		TOTAL WORKING EXPENSES—ABSTRACT H	2,13,909	3.34	1.61	100.00	2.55	2,22,917	5.80	1.90	100.00	3.80

(a) Vide foot-note (b) in Table A.

(b) Vide foot-note (c) in Table A.

NOTE.—The figures within brackets at the top of columns are the relative fundamental units such as 1000 miles, train miles, engine miles etc., used as divisors.

TABLES A TO H.

Summary.

Details.	1941-42.				1940-41.			
	Broad Gauge.		Metre Gauge.		Broad Gauge.		Metre Gauge.	
	Total amount.	Percentage of total.	Total amount.	Percentage of total.	Total amount.	Percentage of total.	Total amount.	Percentage of total.
1	2	3	4	5	6	7	8	9
	Rs.		Rs.		Rs.		Rs.	
I.—General administration..	20,63,620	24.59	15,55,645	26.55	19,80,870	26.68	15,13,549	27.70
II.—Repairs and maintenance .	19,91,215	23.72	15,23,787	26.00	17,28,774	23.29	13,42,424	24.56
III.—Operating expenses	27,98,731	33.34	19,67,202	33.57	24,33,859	32.79	18,71,109	34.24
IV.—Contribution to depreciation reserve fund	15,40,503	18.35	8,13,050	13.88	12,79,975	17.24	7,37,504	13.50
Total	83,93,869	100.00	58,59,684	100.00	74,23,478	100.00	54,64,586	100.00

Note.—The figures for head IV—contribution to depreciation fund—are actuals as regards H. E. Il's Government lines and $\frac{1}{10}$ of the capital at charge at the end of the year previous to that to which the figures relate for B. E. and D. K. railways, *vide* foot-note (b) in Table A.

Item.	Heading.	Amount or Number.			
		1941-42.		1940-41.	
		Broad Gauge.	Metre Gauge.	Broad Gauge.	Metre Gauge.
1	2	3	4	5	6
	No. 31.—Statement of Oil Consumption.				
	Lubricating oil used on engines (excluding shunting, siding and departmental)—				
31-01	Total pints—(Passenger and mixed services) ...	83,973	72,013	78,603	78,854
31-02	Total pints—(Goods services) ...	78,647	40,652	65,600	33,672
31-03	Pints per 100 engine miles—(Passenger and mixed services) ..	6-95	5-51	6-75	5-65
31-04	Pints per 100 engine miles—(Goods services) ..	7-24	6-99	7-37	6-96
	Lubricating oil used on coaching, goods and departmental vehicles—				
31-05	Total pints ...	34,794	23,311	26,240	18,545
31-06	Pints per 1,000 vehicle miles (Passenger and goods) in terms of 4 wheelers ...	0-53	0-58	0-45	0-52
	No. 32.—Statement of Electric Multiple Unit Suburban Train Statistics.	Nil.	Nil.	Nil.	Nil.
	No. 33.—Statement of Rail Car (Steam propelled and Internal Combustion Engine propelled) performance.				
	<i>Rail car performances.</i>				
	(i) Steam propelled				
33-01	Average authorised stock (in terms of units)				
	(a) Rail cars ...	Nil.	2	Nil.	2
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33-02	Average number on the line (in terms of units)				
	(a) Rail cars ...	Nil.	2	Nil.	2
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33-03	Mileage performed.				
	(a) Car miles ...	Nil.	13,399	Nil.	16,640
	(b) Trailer coach miles ...	Nil.	Nil.	Nil.	Nil.
	(c) Total (a + b) ...	Nil.	13,399	Nil.	16,640
	(d) Total seat miles (car and trailer) ...	Nil.	1,500,688	Nil.	1,863,680
33-04	Car miles per car day ...	Nil.	18	Nil.	23
	Car failures—				
33-05	Number ...	Nil.	Nil.	Nil.	Nil.
33-06	Car miles per car failure ...	Nil.	Nil.	Nil.	Nil.
33-07	Lbs. of coal consumed per 1,000 seat miles ...	Nil.	125-5	Nil.	126-7
	(ii) Internal combustion engine propelled.				
33-08	Average authorised stock (in terms of units)				
	(a) Rail cars ...	Nil.	4	Nil.	4
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33-09	Average number on the line (in terms of units)				
	(a) Rail cars ...	Nil.	4	Nil.	4
	(b) Trailer coaches ...	Nil.	Nil.	Nil.	Nil.
33-10	Mileage performed.				
	(a) Car miles ...	154,807	Nil.	181,448	Nil.
	(b) Trailer coach miles ...	Nil.	Nil.	Nil.	Nil.
	(c) Total (a + b) ...	154,807	Nil.	181,448	Nil.
	(d) Total seat miles (car and trailer) ...	13,003,788	Nil.	15,241,212	Nil.
33-11	Car miles per car day ...	106	Nil.	124	Nil.
	Car failures—				
33-12	Number ...	2	Nil.	2	Nil.
33-13	Car miles per car failure ...	77,404	Nil.	90,722	Nil.
33-14	Gallons of fuel consumed per 1,000 seat miles ...	1-53	Nil.	1-50	Nil.

Part II.

Statistical Statements

OF THE

Road Transport Services.

No. 1.—Statement of Road Transport Stock

Description of Road Transport stock in serviceable order at the end of the year (vide column 24).						Number of authorised and serviceable stock at the end of the previous year.				
Type	Rated horse-power.	Average weight in tons of each description of vehicle.	Total seats-(excluding driver's seat)-Passenger buses.	Average carrying capacity of each description of vehicle in tons for lorries and trailers and in gallons for oil tankers.	Total carrying capacity in tons (Parcels and goods vehicles).	Authorised stock at the end of the previous year.	Authorised new stock not constructed at the end of the previous year.	Authorised stock condemned or sold awaiting replacement at the end of the previous year.	Stock replaced but still in service at the end of the previous year.	Serviceable stock at the end of the previous year (= columns 7-8-9+10).
1	2	3	4	5	6	7	8	9	10	11
1. Passenger Buses.—	H. P.									
(i) Albion (Diesel) 19 Seater	24	3.5	627	..	..	67	..	..	..	67
(ii) do 20 do	24	3.5	1,100	..	..	21	..	..	..	21
(iii) do 25 do	24	2.0	650	..	..	26	..	..	..	26
(iv) do 27 do	24	3.4	2,538	..	..	111	..	..	..	111
(v) do 30 do	24	3.4	750	..	..	7	..	..	..	7
(vi) do 34 do	30	5.5	340	..	..	10	..	..	..	10
(vii) Leyland (Diesel) 32 do	30	4.4	320	..	..	10	..	..	..	10
Total	..	..	6,325	..	..	252	..	..	..	252
<i>(Converted from vehicles purchased from displaced services).</i>										
(viii) Chevrolet (Petrol) 19 Seater	24	1.9	..	..	..	2	..	..	..	2
(ix) Ford (Petrol) 20 Seater	24	1.5	..	..	..	1	..	..	..	1
(x) Postal vans (Petrol) ..	24	1.9	..	..	..	1	..	..	..	1
Total	..	..	..	..	..	4	..	..	..	4
Total passenger buses	..	..	6,325	..	..	256	..	..	..	256
2. Goods Vehicles.—										
(a) Lorries—										
(i) Ford (Petrol)	24	2.5	..	2	2	1	..	..	..	1
(ii) Ford V. 8 (Petrol)	30	2.85	..	5	14.5	29	..	..	..	29
(iii) Ford V. 8 (Diesel)	30	2.85	..	5	5	1	..	..	..	1
(iv) Leyland Lynx	20.4	3.6	..	5	5	1	..	..	..	1
(v) Albion (Diesel)	36.5	5.5	..	6	6	1	..	..	..	1
(vi) Chevrolet (Petrol)	20.4	2.75	..	4	4	..	..	..	..	..
<i>(Converted from vehicles purchased from displaced services).</i>										
(vii) Ford (Petrol)	24	2.5	..	2	2	1	..	..	..	1
Total goods lorries	..	..	..	..	16.9	34	..	..	..	34
(b) Trailers	..	1.0 } 2.4 }	..	2 } 3 }	7	3	..	..	..	3
3. Departmental Vehicles.—										
(a) Buses—										
(i) Chevrolet (Petrol) "carry all" 7 seater.	27	1.5	14	..	..	2	..	..	..	2
(ii) Albion (Diesel) 19 seater	24	3.5	19	..	..	2	..	..	..	2
<i>(Converted from vehicles purchased from displaced services).</i>										
(iii) Chevrolet (Petrol) 18 seater	24	1.9	..	..	..	1	..	..	..	1
(iv) do 19 do	24	1.9	..	..	..	1	..	..	..	1
(v) Chevrolet (Petrol) "Luxury coach" 8 seater	24	1.9	..	..	..	2	..	..	..	2
Total departmental passenger	..	..	33	..	..	8	..	..	..	8
(b) Lorries—										
(vi) Ford (Petrol)	24	2.5	..	2	2	2	..	..	..	2
(vii) Lorry truck Ford V. 8 (Petrol)	30	1.8	..	2	..	1	..	..	..	1
(viii) Albion (Diesel) oil tankers	24	2.6	..	3	10f gals. 300 " 800 " 2,400	4	..	..	..	4
(ix) Chevrolet (Petrol)	20.4	2.65	..	4	16	..	..	..	..	..
<i>(Converted from vehicles purchased from displaced services).</i>										
(x) Ford (Petrol)	24	2.5	..	2	4	2	..	..	..	2
(xi) Chevrolet (Petrol)	24	1.9	..	2	2	6	..	..	..	6
Total departmental goods	..	..	..	..	tons 24 gals. 2,700	15	..	..	..	15
(c) Inspection cars—										
(xii) Ford, vanettes	24	1.3	18	..	..	9	..	..	..	9
(xiii) Chevrolet Tourer, 5 seater	20.4	1.5	5	..	..	1	..	..	..	1
(xiv) Ford V. 8 de-Luxe sedan, 5 seater	30	1.5	10	..	..	2	..	..	..	2
(xv) Ford utility car, 8 seater	30	1.4	6	..	..	1	..	..	..	1
Total inspection cars	..	..	39	..	..	13	..	..	..	13
(d) Norton motor cycle with side car	5	0.30	24	..	..	12	..	..	..	12
Total departmental vehicles	..	..	96	..	..	48	..	..	..	48

for the year ended 31st March 1942.

Changes in the sanctioned authorised stock during the year.				Changes in serviceable stock during the year.												Serviceable stock at the end of the year (=columns 11 + 16 + 17 + 18 - 19 - 20 - 21 - 22 + 23).	Authorised stock condemned or sold awaiting replacement at the end of the year (=columns 9 + 20 - 16 - stock written off out of column 9).	Stock replaced but still in service at the end of the year (=columns 10 + 22 - 23).	1.
Additions to authorised stock sanctioned.	Reductions in authorised stock sanctioned.	Authorised stock at the end of the year (=columns 7 + 12 - 13).	Authorised new stock not constructed at the end of the year (=columns 8 + 12 - 16) - reduction in stock not yet constructed (column 8).	New additions (against columns 8 and 12).	Replacements (against columns 9 and 20).	Transfer between classes or groups.		Authorised stock condemned, sold or transferred to replaced list to be replaced.	Authorised stock condemned or sold not to be replaced.	Replaced list.		Replaced stock, i. e., stock referred to in column 10 condemned or sold.							
						Increase.	Decrease.			Additions by transfer from authorised list.									
12	13	14	15	16	17	18	19	20	21	22	23	24	25	26					
(a) 34	(a) 34	33	...	...	...	(a) 34	(a) 34	...	...	...	...	33	...	...	(i)
...	...	55	...	...	...	...	...	...	...	...	...	55	...	...	(ii)
...	...	26	...	...	...	...	...	...	...	...	...	26	...	...	(iii)
...	(b) 17	94	...	...	...	...	(b) 17	...	...	...	...	94	...	...	(iv)
18	...	25	...	...	...	(b) 18	...	...	...	...	...	25	...	...	(v)
...	...	10	...	...	...	...	...	...	...	...	...	10	...	...	(vi)
...	...	10	...	...	...	...	...	...	...	...	...	10	...	...	(vii)
52	51	253	...	...	...	52	51	...	...	...	...	253	...	...			
...	(h) 2	...	...	...	...	...	...	(h) 2	...	...	...	...	...	...	(viii)
...	(h) 1	...	...	...	...	...	...	(h) 1	...	...	...	...	...	...	(ix)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(x)
...	3	1	...	...	...	...	...	3	...	...	...	1	...	...			
52	54	254	...	...	...	52	51	3	...	...	...	254	...	...			
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	2.
...	...	29	...	...	...	...	...	...	...	...	...	29	...	...	(a) (i)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(ii)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(iii)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(iv)
(c) 1	...	1	...	(c) 1	...	...	...	...	...	...	...	1	...	...	(v)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(vi)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(vii)
1	...	35	...	1	...	...	...	...	...	...	...	35	...	1	
...	...	3	...	...	...	...	...	...	...	...	...	3	...	...	(b)
...	...	2	...	...	...	...	...	...	...	...	...	2	...	...	3(a)(i)
...	(b) 1	1	...	...	...	...	(b) 1	...	...	...	...	1	...	...	(ii)
...	(d) 1	...	...	...	...	...	...	(d) 1	...	...	(d) 1	...	...	...	(iii)
...	(i) 1	...	...	...	...	...	...	(i) 1	...	...	...	...	...	...	(iv)
...	(e) 2	...	...	...	...	...	...	...	...	...	(e) 2	...	...	...	(v)
...	5	3	...	...	...	...	1	1	...	...	3	3	...	...			
...	(f) 1	1	...	...	...	...	...	...	...	...	(f) 1	1	...	1	(b)(vi)
...	(i) 1	...	...	...	...	...	...	(i) 1	...	...	...	...	...	...	(vii)
...	...	4	...	...	...	...	...	...	...	...	...	4	...	...	(viii)
(c) 4	...	4	...	(c) 4	...	...	...	...	...	...	...	4	...	...	(ix)
...	...	2	...	...	...	...	...	...	...	...	...	2	...	1	(x)
...	(g) 3(i) 2	1	...	...	...	...	...	(h) 1 (i) 1	...	...	(g) 3	1	...	1	(xi)
4	7	12	...	4	...	...	...	3	...	...	4	12	...	3	
...	...	9	...	...	...	...	...	...	...	...	...	9	...	...	(c)(xi)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(xii)
...	...	2	...	...	...	...	...	...	...	...	...	2	...	...	(xiii)
...	...	1	...	...	...	...	...	...	...	...	...	1	...	...	(xiv)
...	...	13	...	...	...	...	...	...	...	...	...	13	...	...			
...	...	12	...	...	...	...	...	...	...	...	...	12	...	...	(d)
4	15	40	...	4	...	...	1	4	...	...	7	40	...	3	
57	60	332	...	5	...	52	52	7	...	...	7	332	...	4			

- (g) Two lorries have been scrapped *vide* General Manager's sanction in letter No. 46606 dated 4th June 1941, and one lorry has been sold to the Indian Army Training Vehicles Scheme on 15th November 1941 *vide* General Manager's sanction in letter No. 49958 dated 17th January 1942.
- (h) These have been scrapped *vide* General Manager's sanction in letter No. 49447 dated 21st August 1942.
- (i) These have been sold to Indian Army Training Vehicle Scheme *vide* General Manager's sanction in letter No. 49447 dated 21st August 1942.

No. 2.—Mileage statement.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
1	<i>Hyderabad Depot.</i> — SUBURBAN SERVICES.				
	i. Tank bund corner to Abid shop via Bashir Bagh ...	7	Passenger.	15th June 1932.	1.4
	ii. Gulzar Houz to Secunderabad station via Hyderabad (B. G.) ...	8	do	do	8.2
	iii. Gulzar Houz to Pahadi Sheriff via Falaknuma and Keshogiri ...	9	do	15th December 1933.	7.1
	iv. Dewan Devdi to Golconda ...	12	do	6th October 1935.	5.1
	v. Dewan Devdi to Dabirpura and Saroonagar ...	48	do	10th December 1935.	4.5
	vi. Hyderabad (B. G.) to Rani Gunj via Khairatabad and Begampet ...	51	do	1st February 1936.	6.5
	vii. Park Lane corner to Bolarum station [Military Route] ...	8A	do	1st May 1936.	9.4
	viii. Secunderabad station to Bolarum Bazaar [Civil Route] ...	8A	do	3rd February 1937.	6.5
	ix. Afzul Gunj to Oopal via Chota Amberpet ...	48A	do	1st June 1936.	6.4
	x. Gulzar Houz to University ...	50	do	21st October 1936.	7.0
	xi. Secunderabad to Lallaguda Market ...	52	do	12th January 1937.	2.2
	xii. Shah Ali Bunda to Keshogiri via Lal Darwaza ...	9A	do	1st October 1938.	2.0
	xiii. Hyderabad B.G. to Mahbub Gunj X Roads via Siddiambar Bazaar ...	8B	do	21st December 1938.	1.4
	xiv. Karbala Maidan X Roads to Patny & Co., via Kingsway ...	7A	do	15th March 1940.	1.3
	xv. Clock Tower Secunderabad to "Ship House" Maredpalli ...	7A	do	1st September 1940.	0.8
	xvi. Panjagutta to Lakrikapul X Roads ...	51A	do	15th June 1940.	1.5
	Total ...				71.3
	DISTRICT SERVICES.				
	i. Shadnagar to Shahabad ...	10	do	6th October 1933.	10
	ii. Hyderabad to Mahbubnagar via Appanpalli ...	11	do	do	65.2
	iii. Hyderabad to Jangaon ...	5/6	do	do	59.0
	iv. Hyderabad to Nizamsagar via Nizampet. ...	27	do	26th August 1936.	88
	v. Hyderabad to Karimnagar via Siddipet ...	133	do	do	92
	vi. Sangareddi to Shankerpalli ...	134	do	do	12
	vii. Hyderabad to Lingampalli & Patancheru ...	136	do	do	16.2
	viii. Lingampalli to Lingampalli X Roads ...	136	do	do	1.3
	ix. Malakpet to Ibrahimpatam ...	138	do	do	19
	x. Buchannapet to Jangaon ...	139	do	6th October 1936.	10
	xi. Duddera to Jedikal via Alir ...	139	do	do	86
	xii. Ibrahimpatam to Devarkonda ...	138	do	1st April 1940.	49
	Total ...				457.7
2	<i>Asifabad Depot.</i> —				
	i. Asifabad Road to Mancheria ...	152	do	6th October 1936.	28
	ii. Asifabad Town to Asifabad Road ...	152 A.	do	do	12
	iii. Asifabad Town to Rajura ...	153	do	do	31
	Total ...				71
3	<i>Aurangabad Depot.</i> —				
	i. Aurangabad to Paithan ...	100	do	26th August 1936.	31
	ii. Aurangabad to Kannad via Ellora ...	101	do	do	40
	iii. Aurangabad to Ajanta ...	102	do	do	60
	iv. Aurangabad to Gangapur ...	104	do	do	32
	v. Aurangabad to Shahgarh ...	107	do	do	48
	vi. Ajanta to Fardapur ...	102	do	15th November 1936.	5
	vii. Sillod to Bokhardan ...	103	do	1st January 1937.	9
	viii. Aurangabad to Vaijapur ...	105	do	26th August 1936.	48
	ix. Vaijapur to Gangapur ...	109	do	do	25
	x. Shivar to Talvad ...	110	do	do	10
	xi. Aurangabad to Jalna ...	106	do	do	42

No. 2.—Mileage Statement—contd.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
4	Bhir Depot.—				
	i. Bhir to Southada	113	Passenger.	6th October 1936.	34.8
	ii. Bhir to Yedsi	114	do	do	61
	iii. Thamharam X Roads to Patoda	113	do	6th October 1938.	3.5
	iv. Khari X Roads to Manjlegaon	111A	do	7th May 1939.	32.0
	Total				130.8
5	Homnabad Depot.—				
	i. Homnabad to Umarga	120	do	27th July 1936.	36
	ii. Homnabad to Gulbarga	122	do	do	40
	iii. Homnabad to Saheerabad	123	do	do	34
	iv. Sastapur to Kalyani	124	do	do	5
	v. Gulbarga to Bhima River	156	do	26th August 1936.	19
	vi. Chidguppa X Roads to Chidguppa	123A	do	1st September 1936.	4
	vii. Umarga to Khanapur	120	do	6th October 1936.	26
	viii. Gulbarga to Aland	122	do	do	26
	Total				190
6	Jalna Depot.—				
	i. Jalna to Bhir	111	Passenger, goods and parcels	Passenger. 20th August 1936. Goods and parcels. 1st December 1936.	66
	ii. Jalna to Wagrul	112	Passenger.	26th August 1936.	14
	Total				80
7	Kazipet Depot.—				
	i. Kazipet to Chelvai via Mulug	18	do	15th July 1932.	44
	ii. Hanumkonda to Narsampet	20	do	do	23
	iii. Hanumkonda to Wardenpet	21	do	do	20
	iv. Narsampet to Nekonda	20	do	18th December 1932.	12
	v. Kazipet to Jangaon	6	do	1st April 1936.	27
	vi. Wardenpet to Khammameth	21	do	1st December 1934.	60
	vii. Atmakur to Parkal	19	do	18th December 1934.	10
	viii. Suryapet to Jangaon	154	do	6th October 1936.	34
	ix. Parkal to Huzurabad	19	do	1st April 1940.	26.4
	Total				276.4
8	Khammameth Depot.—				
	i. Khammameth to Kallur	16	do	1st December 1934.	30
	ii. Wyrta to Bonakalu	17	do	do	15
	iii. Khammameth to Huzurnagar	42	do	7th October 1935.	36
	iv. Huzurnagar to Mirialguda	43	do	do	24
	v. Khusmanchi to Nallakondapalli	155	do	6th October 1936.	10
	vi. Kodar to Nallabundagudam	69A	do	do	8
	vii. Kallur to Ashwaraopet	16A	do	1st May 1938.	42
	viii. Bonakalu X Roads to Madira	17A	do	15th November 1940	10.6
	ix. Narketpalli to Khammameth	3	Passenger, goods and parcels.	Passenger. 15th June 1932. Goods and parcels. 1st December 1936, between Suryapet and Khammameth (39 miles).	69
	Total				244.6

No. 2.—Mileage statement—contd.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
9	<i>Mahbubnagar Depot.--</i>				
	i. Mahbubnagar to Devarkadra	13	Passenger.	1st December 1934.	16
	ii. Mahbubnagar to Nawabpet	14	do	do	12
	iii. Mahbubnagar to Koilkonda	15	do	do	16
	iv. Devarkadra to Kistna	13	do	26th August 1936.	40
	v. Marikhal to Saidapur via Narayanpet	140	do	do	48
	vi. Mahbubnagar to Chincholi via Tandur.	141	do	do	67
	vii. Mahbubnagar to Annabad	143	do	do	78
	viii. Telkapalli to Lingul	143	do	do	13
	ix. Jadchaila to Devarkonda	150	do	6th October 1936.	61
	x. Devarkonda to Mirialguda	149	do	do	50
	xi. Tandra to Gundlapalli (Dindi)	150 & 149	do	15th September 1940	16
	Total				417
10	<i>Medak Depot —</i>				
	i. Wadiaram to Yellareddi via Medak	26 & 128	do	26th August 1936.	46
	ii. Medak to Hyderabad via Narsapur	130	do	do	60
	iii. Medak to Siddipet via Akanapet	131	do	do	44
	iv. Potansetpalli to Jogipet	132	do	do	20
	v. Hyderabad to Wadiaram	129	do	do	44
	Total				214
11	<i>Nander Depot.—</i>				
	i. Nander to Hingoli	30	do	6th October 1934.	54
	ii. Narsi to Billoli	34	do	do	13
	iii. Loha to Kandhar	29	do	do	8
	iv. Waranga to Hadgaon	32	do	do	20
	v. Nander to Deglur	33	do	5th April 1934.	52
	vi. Nander to Latur	35	do	6th October 1934.	86
	vii. Hingoli to Kannergaon	31	do	6th March 1935.	19
	viii. Latur to Dhoki	35A	do	6th October 1936.	34
	ix. Billoli to Bodhan	34	do	15th December 1939	15
	Total				301
12	<i>Narkatpalli Depot.--</i>				
	i. Narkatpalli to Hyderabad	1	Passenger & parcels.	15th June 1932.	52
	ii. Nalgonda to Bhongir via Narkatpalli	2 & 4	Passenger, goods & parcels.	{ Passenger: 15th June 1932. Goods & parcels: 1st December 1936. }	44
	iii. Mirialguda to Nakrakal	44	Passenger.	7th October 1935.	26
	iv. Nalgonda to Malaypalli	151	do	6th October 1936.	33
	v. Nalgonda to Tippiarti	4/44	do	1st November 1936.	11
	vi. Mirialguda to Wazeerabad	45	do	6th October 1936.	16
	Total				182

No. 2.—Mileage statement—contd.

Item.	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic	Date of first opening for traffic.	Route miles open on 31st March 1942
13	Nirmal Depot.—				
	i. Nirmal to Adilabad	36	Passenger, goods, and parcels	Passenger 5th November 1934 Goods and parcels 1st December 1936 between Adilabad & Nizamabad (12 miles)	50
	ii. Naradikonda X Roads to Roath	37	Passenger	5th November 1934	7
	iii. Nirmal to Basar	38	Passenger, goods and parcels	Passenger 5th November 1934. Goods and parcels 15th December 1934 between Basar and Bhusa (15 miles) and 1st December 1934 between Bhusa and Nirmal (26 miles)	41
	iv. Nirmal to Mancherial	39	Passenger	5th November 1934.	85
	v. Mancherial to Chinnur	40	do	do	26
	Total				212
14	Nizamabad Depot —				
	i. Nirmal to Nizamabad via Armoor	41	Passenger, goods and parcels	Passenger 5th November 1934 Goods and parcels 1st December 1936 between Armoor and Nizamabad (18 miles) and between Nirmal and Nizamabad (12 miles)	42
	ii. Nizamabad to Nizamsagar via Bodhan	23 & 23 A.	Passenger.	6th October 1934.	55
	iii. Nizamsagar to Deglur	24	do	do	39
	iv. Nizamsagar to Kamareddy	25	do	do	33
	v. Nizamabad to Varni via Mosra and Chintakunta.	28	do	1st February 1936	19
	vi. Nizamabad to Manchappa	28A	do	6th October 1936.	13
	vii. Nizamabad to Wadiaram via Kamareddy & Ramayanpet.	28B	do	do	65
	viii. Nizampet to Naravankhed	27A	do	1st January 1942.	10
	Total				276
15	Osmanabad Depot.—				
	i. Yedsi, Alni to Osmanabad	117	do	6th October 1936.	13
	ii. Osmanabad to Tamalwadi via Tuljapur	118	do	do	26
	iii. Tuljapur to Naldrug	119	do	do	20
	Total				59
16	Purgi Depot.—				
	i. Mannayaguda to Sadaseopet via Vikarabad	135	do	26th August 1936.	26
	ii. Purgi to Hyderabad	137	do	do	54
	iii. Purgi to Shadnagar	147	do	do	22
	iv. Purgi to Gurnutkal via Kodangal	148	do	do	48
	Total				150
17	Purli Depot.—				
	i. Mominabad to Yermala	115	do	do	46
	ii. Purli to Mominabad	116	do	do	16
	Total				62
18	Wanaparthy Depot.—				
	i. Wanaparthy Town to Wanaparthy station.	144	do	6th October 1936.	13
	ii. Wanaparthy Town to Gopalpet, Bhudharan and Baljapalli.	145 A, B. & C.	do	do	11
	iii. Wanaparthy Town to Kolhapuram	146	do	do	46
	iv. Bathpur to Pebhur	142	do	do	38
	Total				108

No. 2.—Mileage statement—concl.

Item	Depot and route.	Route No.	Whether open for passenger, goods or parcels traffic.	Date of first opening for traffic.	Route miles open on 31st March 1942.
19	<i>Yadgiri Depot.—</i>				
	i. Yadgiri Town to Shorapur	156	Passenger.	26th August 1936.	34
	ii. Yadgiri Town to Bhima River via Gogi.	157	do	do	52
	iii. Hattigundur to Shapur	158	do	do	8
	Total				94
20	<i>Zaheerabad Depot.—</i>				
	i. Zaheerabad to Sircar Tajbund	125 & 126	do	do	88
	ii. Sangareddi to Zaheerabad via Sadasepet	127	do	do	32
	Total				120
21	<i>Aurangabad out-agency.—</i>				
	Aurangabad City to Aurangabad station	...	Goods and parcels only.	1st October 1937.	3
22	<i>Azamabad (Nizam) out-agency.—</i>				
	Azamabad to Secunderabad	...	do	1st July 1938.	3
23	<i>Karimnagar Out-agency.—</i>				
	Karimnagar to Warangal	...	do	1st December 1936.	48
24	<i>Mashirabad out-agency.—</i>				
	Mashirabad to Secunderabad	...	do	1st August 1937.	2.5
25	<i>Transport of liquor at Kamareddi.—</i>				
	1. Liquor contract	...	Goods only.	1st May 1937.	70
	2. Coal contract	...	do	19th September 1937	3
	Total				73
	Total district services				4,125.0
	Grand total				4,196.3

Summary.

			On 31st March 1941.	Alterations during the year 1941-42.		On 31st March 1942.
				Additions.	Reductions.	
1.	Route miles worked for passenger service only	...	3,689.8	10	..	3,699.8
2.	Do passenger and parcels services combined	...	52.0	..	..	52.0
3.	Do passenger, goods and parcels services combined	...	315.0	..	..	315.0
4.	Do goods and parcels services only	...	56.5	..	..	56.5
5.	Do goods only	...	73.0	..	..	73.0
	Total	...	4,186.3	10	..	4,196.3

Details of additions and reductions.

Additions.			Reductions.		
Depot.	Route.	Miles.	Depot.	Route.	Miles.
Nizamabad	Nizampet to Narayankhed	10			
			Nil.	Nil.	Nil.
	Total	10			

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 3.—Statement of Revenue Statistics.			
3·01	Number of passengers carried	15,760,808	13,509,845
3·02	Passenger miles	136,929,855	120,303,717
3·03	Passenger earnings	Rs. 36,67,763	32,25,422
3·04	Other coaching earnings (luggage, parcels carried in buses, postal etc)	70,164	66,832
3·05	Total coaching earnings	37,37,927	32,92,254
3·06	Coaching earnings per bus mile	Pies. 79·6	73·3
3·07	Average number of miles a passenger was carried	8·69	8·90
3·08	Number of tons of goods carried.—		
	1. Rail-cum-road services including parcels carried by these services	Tons. 59,386	60,121
	2. Liquor contract	358	344
	3. Coal contract	1,200	900
	4. Wayside road traffic carried in rail-cum-road service lorries	144	136
	5. Other non-rail-cum-road services including special hire.	5,814	3,081
	Total	66,902	64,582
3·09	Earnings from goods carried.—		
	1. Rail-cum-road services including parcels carried by these services	Rs. 1,90,114	1,54,665
	2. Liquor contract	6,562	6,380
	3. Coal contract	1,648	1,235
	4. Wayside road traffic carried in rail-cum-road service lorries	997	826
	5. Other earnings (bone meal traffic, special hire etc.)	19,146	7,626
	Total goods earnings	2,18,467	1,70,732
3·10	Goods service earnings per goods vehicle mile (power unit and trailer).—		
	1. Rail-cum-road services including parcels carried by these services	Pies. 80·9	67·8
	2. Liquor contract	69·5	73·9
	3. Coal contract	116·3	118·1
	4. Other non-rail-cum-road services including special hire.	111·1	123·6
	Total goods earnings per vehicle mile	92·6	69·6
3·11	Goods freight ton miles.—		
	1. Rail-cum-road services including parcels carried by these services	1,216,741	989,841
	2. Liquor contract	24,967	23,978
	3. Coal contract	3,600	2,700
	4. Wayside road traffic carried in rail-cum-road service lorries	6,209	5,829
	5. Other non-rail-cum-road services including special hire.	135,891	65,863
	Total	1,387,408	1,087,711
3·12	Average miles a ton of goods was carried	20·7	16·8
3·13	Average goods earnings per ton mile	Pies. 30·2	30·1
3·14	Miscellaneous earnings	Rs. 34,495	29,802
3·15	Total gross earnings	39,90,889	34,92,788

Notes—1. The goods earnings under item 3·09 (1) rail-cum-road services are those credited to R. T. D. by the Railway at the rate of 30 pies per ton mile. The actual road earnings of rail-cum-road services collected by the Railway from the public are as given below:—

1941-42.	1940-41.
Rs.	Rs.

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 5.—Statement of Vehicle Performance.			
<i>Passenger service.</i>			
5·01	Bus miles—Traffic †.—		
	(a) Petrol buses	116,457	177,722
	(b) Petrol cars and vanettes (special hire)	13,914	2,930
	(c) Diesel buses	8,905,130	8,453,137
	(d) Total	9,035,501	8,633,789
5·02	Bus miles—Departmental.—		
	(a) Petrol buses	11,123	24,668
	(b) Diesel buses	74,479	100,530
	(c) Inspection cars	91,591	78,741
	(d) Motor cycles *	126,332	83,293
	(e) Total excluding Motor cycles	177,193	203,939
<i>Goods service.</i>			
5·03	Vehicle miles—Traffic.—		
	(a) Rail-cum-road.—		
	(i) Petrol lorries	415,513	426,972
	(ii) Diesel lorries	26,633	8,664
	(iii) Trailers	11,658	5,355
	(iv) Total	453,806	440,991
	(b) Liquor contract.—		
	(i) Petrol lorries	3,335	1,258
	(ii) Diesel lorries	14,785	15,309
	(iii) Total	18,120	16,567
	(c) Coal contract.—		
	(i) Petrol lorries	338	248
	(ii) Diesel lorries	2,383	1,760
	(iii) Total	2,721	2,008
	(d) Other non-rail-cum road services (special hire etc).—		
	(i) Petrol lorries	30,053	11,161
	(ii) Diesel lorries	3,041	499
	(iii) Total	33,094	11,660
	(e) Total goods vehicle miles—Traffic.	507,741	471,226
5·04	Vehicle miles—departmental.—		
	(a) Petrol lorries	83,396	† 69,451
	(b) Diesel lorries	88,069	† 78,036
	(c) Trailers	560	138
	(d) Total	172,025	† 147,625
5·05	Total vehicle miles excluding inspection cars, motor cycles and trailers.—		
	(a) Petrol vehicles.	674,129	† 714,410
	(b) Diesel vehicles.	9,114,522	† 8,657,935
	(c) Total	9,788,651	† 9,372,345
5·06	Total vehicle miles (passenger, goods, departmental, inspection cars and trailers excluding motor cycles)	9,892,460	† 9,456,579
5·07	Inspection car miles per 100 traffic vehicle miles	0·97	0·88
<i>Punctuality of passenger services.</i>			
5·08	Total No. of scheduled trips as per time table	420,541	398,704
5·09	Percentage of trips running late or cancelled to total No. of scheduled trips.—		
	(a) Running late	1·70	1·57
	(b) Cancelled	0·04	0·22
	(c) Total	1·74	1·79
5·10	Number of trips scheduled to connect with.—		
	(a) Trains	73,352	74,240
	(b) Buses	87,113	72,054
5·11	Percentage of missing connections to total scheduled connections with—		
	(a) Trains	0·39	1·10
	(b) Buses	0·39	0·92
	(c) Total	0·67	1·01

† Includes the following miles of suburban services.—

	1941-42.	1940-41.
(a) Petrol buses	13,781	14,964
(b) Diesel buses	1,332,454	1,258,317
(c) Total	1,346,185	1,273,781

* This item 5·02 (d) includes the following motor cycle miles operated for Railway ticket checking:—

	1941-42	1940-41.
	18,727	19,962

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 6.—Statement of Vehicle User—concluded.			
6.10	Average number of passengers per bus §	15.2	14.0
6.11	Do seats do §	25	25
6.12	Ratio of passenger miles to seat miles §	0.60	0.56
6.13	Average freight load per loaded goods vehicle (power unit and trailer) Tons .	3.91	3.53
6.14	Average miles per day per vehicle in use.—		
	i. Passenger buses	110	107
	ii. Goods lorries	62	65
	iii. Departmental vehicles excluding motor cycles ..	35	40
	iv. Motor cycles	60	69
6.15	Average miles per day per vehicle owned.—		
	i. Passenger buses	96	90
	ii. Goods lorries	41	40
	iii. Departmental vehicles excluding motor cycles ...	18	17
	iv. Motor cycles	23	17
6.16	Number of vehicle failures.—		
	i. Passenger buses.—		
	(a) Failures due to mechanical defect .	356	416
	(b) Failures due to mismanagement of crew ...	42	45
	(c) Total	398	461
	ii. Goods vehicles.—		
	(a) Failures due to mechanical defect ...	2	2
	(b) Failures due to mismanagement of crew ...	Nil.	Nil.
	(c) Total	2	2
	iii. Total passenger and goods vehicles ...	400	463
6.17	Number of bus failures per 10,000 bus miles ...	0.45	0.54
6.18	Number of goods lorries failures per 10,000 lorry miles ...	0.04	0.04
No. 7.—Statement of Fuel and Lubricating Oil Consumption.			
7.01	Total petrol consumed.—		
	i. Passenger buses Gallons.	1,961	3,332
	ii. Goods lorries	50,514	48,462
	iii. Inspection cars	6,951	5,722
	iv. Motor cycles *	2,994	2,016
	v. Hired vehicles	6,904	10,866
	vi. Total excluding motor cycles and hired vehicles ..	59,426	57,516
7.02	Miles run per gallon of petrol.—		
	i. Passenger buses.—		
	(a) Albion	Nil.	11.1
	(b) Leyland	Nil.	Nil.
	(c) Ford	Nil.	Nil.
	(d) Chevrolet	14.6	16.3
	(e) Displaced services' buses... ..	1.18	10.9
	(f) Total	14.1	12.6
	ii. Goods lorries.—		
	(a) Ford	10.6	10.1
	(b) Chevrolet	11.3	Nil.
	(c) Displaced services' lorries ...	11.0	8.61
	(d) Total	10.0	10.0
	iii. Inspection cars	15.1	14.3
	iv. Motor cycles	43.2	41.3
	v. Hired vehicles	14.5	14.8
	vi. Total excluding motor cycles and hired vehicles ...	10.8	10.6

Note.—Item 6.16—Vehicle failures.—

A vehicle is considered to have failed when owing to some mechanical defect or mismanagement of crew, it is unable to work its booked trip from start to destination or causes a delay of one hour or more.

Delays of one hour or more due to causes other than mechanical defect or mismanagement of crew are not included.

§ The results for the suburban services only are as below.—

	1941-42.	1940-41.
Item 6.10	15.7	13.6
" 6.11	29	29
" 6.12	0.53	0.46

* Includes the following issues made to the motor cycles for Railway ticket checking.—

Petrol (gallons).	1941-42	1940-41.

Item.	Heading.	Amount or number.	
		1941-42.	1940-41.
No. 7.—Statement of Fuel and Lubricating Oil Consumption.—concluded.			
7-03	Total diesel oil consumed —		
	i. Passenger buses ... Gallons.	445,606	433,451
	ii. Goods lorries ... "	5,860	4,763
	iii. Total ... "	151,466	138,214
7-04	Miles run per gallon of diesel oil.—		
	i. Passenger buses.—		
	(a) Albion (Dorman) ...	20.9	20.4
	(b) " (Gardner) ...	14.4	14.6
	(c) Total ...	20.1	19.7
	ii. Goods lorries ...	21.4	20.2
	iii. Total ...	20.2	19.7
7-05	Lubricating oil consumed.—		
	i. Passenger buses ... Gallons	12,600	34,558
	ii. Goods lorries ... "	1,074	1,450
	iii. Inspection cars ... "	94	120
	iv. Motor cycles ... "	294	451
	v. Total excluding Inspection cars and Motor cycles ... "	14,574	36,008
	vi. Total on all services ... "	14,962	36,579
7-06	Lubricating oil consumed by hired vehicles ... "	258	326
7-07	Miles per gallon of lubricating oil.—		
	i. Passenger buses ...	211.4	248.7
	ii. Goods lorries ...	323.6	404.3
	iii. Inspection cars ...	1,120.1	681.1
	iv. Total ...	218.3	256.0
7-08	Oils issued for other than running purposes.—		
	i. Petrol ... Gallons.	4,802	1,231
	ii. Diesel oil ... "	15,297	14,519
	iii. Lubricating oil ... "	1,821	1,285
No. 8.—Statement of Repairs and Maintenance of Rolling Stock.			
8-01	Overhaul output of central workshop.—		
	i. Coaching vehicles ...	127	133
	ii. Diesel engines only ...	274	236
	iii. Goods vehicles ...	12	14
	iv. Departmental vehicles ...	5	2
	v. Motor cycles ...	10	Nil.
	vi. Total excluding motor cycles ...	418	385
8-02	Total No. of vehicle days that vehicles lay in central workshop awaiting disposal instructions.—		
	i. Coaching vehicles ...	244	2,379
	ii. Goods vehicles ...	Nil.	Nil.
	iii. Departmental vehicles ...	244	1,614
	iv. Motor cycles ...	Nil.	Nil.
	v. Total excluding motor cycles ...	488	3,993
8-03	Average No. of days vehicles repaired and turned out were in central workshop for repairs.—		
	i. Coaching vehicles ...	26.1	31.2
	ii. Goods vehicles ...	35.5	48.2
	iii. Departmental vehicles ...	69.4	77.5
	iv. Motor cycles ...	74.2	Nil.
	v. Total excluding motor cycles ...	28.4	33.5
8-04	Average cost of repairs per unit turned out of central workshop.—		
	i. Coaching vehicles ...	1,829	1,605
	ii. Diesel engines only ...	469	492
	iii. Goods vehicles ...	463	293
	iv. Departmental vehicles ...	458	325
	v. Motor cycles ...	138	Nil.
8-05	Average mileage run per vehicle since previous overhaul of vehicles shown under item 8-01.—		
	i. Coaching vehicles ...	61,971	57,530
	ii. Goods vehicles ...	27,969	34,744
	iii. Departmental vehicles ...	20,177	15,493
	iv. Motor cycles ...	9,009	Nil.
	v. Diesel engines only ...	31,662	Not available.
8-06	Average period in months vehicles shown under item 8-01 were in service since previous overhaul.—		
	i. Coaching vehicles ...	21.3	19.8
	ii. Goods vehicles ...	20.8	18.9
	iii. Departmental vehicles ...	28.0	18.0
	iv. Motor cycles ...	18.3	Nil.

No. 9.—ANALYSIS OF OPERATING EXPENSES.

TABLE R.

(Expenses of the Road Transport Services).

REFERENCE TO ACCOUNTS.		Heading	1941-42.		1940-41.	
Abstract and minor head.	Sub- head		Total amount.	Per vehicle mile (Power units only). (9,788,651)	Total amount.	Per vehicle mile (Power units only). *(9,372,345)
I.			Rs.	Pies.	Rs.	Pies.
GENERAL ADMINISTRATION.						
1100		Pay and leave salary.				
	1110.	Officers ..	60,378	1'18	61,606	* 1'26
	1120.	Subordinate supervising staff ..	36,718	0'72	30,499	* 0'62
	1130.	Office staff ..	1,14,213	2'24	1,07,207	2'20
	1140.	Depot staff ..	55,212	1'08	51,284	* 1'09
1200		Travelling allowances and passages ..	4,009	0'08	2,923	0'06
1300		Contingencies ..	14,088	0'28	9,923	0'20
1600		Other expenditure.—				
	1610.	Contribution to Provident Institution ..	63,314	1'24	58,584	1'20
	1620.	Gratuities ..	1,341	0'03	679	0'01
	1630.	Other charges ..	13,723	0'27	14,070	0'29
TOTAL GENERAL ADMINISTRATION			3,62,946	7'12	3,38,784	* 6'93
II.						
REPAIRS AND MAINTENANCE.						
2100		Coaching vehicles.—				
	2110	Running repairs.—				
		2111. Wages ..	86,114	1'83	80,261	1'78
		2112. Materials ..	2,34,908	4'99	1,69,953	3'78
	2120	Workshop repairs.—				
		2121. Wages ..	1,11,438	2'37	88,263	1'96
		2122. Materials ..	3,08,918	6'46	2,42,839	5'39
2200		Goods vehicles.—				
	2210.	Running repairs.—				
		2211. Wages ..	7,457	2'89	7,264	2'99
		2212. Materials ..	25,590	9'90	12,915	5'32
	2220	Workshop repairs.—				
		2221. Wages ..	3,507	1'36	3,565	1'47
		2222. Materials ..	6,627	2'56	3,789	1'56
2300		Departmental vehicles including motor cars and motor cycles.—				
	2310	Running repairs.—				
		2311. Wages ..	4,275	1'73	4,578	* 2'02
		2312. Materials ..	12,196	4'93	10,253	* 4'53
	2320.	Workshop repairs.—				
		2321. Wages ..	3,366	1'36	4,057	* 1'79
		2322. Materials ..	7,162	2'90	1,266	* 0'56
2400		Tyres.—				
	2410.	Coaching vehicles ..	2,56,857	5'46	2,03,020	4'51
	2420.	Goods vehicles ..	26,430	10'23	15,965	0'66
	2430.	Departmental vehicles ..	1,638	0'66	1,402	* 0'62
2500		Other expenditure ..	82,572	1'62	73,265	* 1'50
TOTAL REPAIRS AND MAINTENANCE			11,74,055	23'08	9,22,155	* 18'89
III.						
OPERATING EXPENSES.						
3100		Pay, wages and allowances.—				
	3110.	Coaching staff.—				
		3111. Inspectors including ticket inspectors ..	77,776	1'65	78,217	1'74
		3112. Drivers ..	1,58,140	3'36	1,57,005	3'49
		3113. Conductors ..	1,26,573	2'69	1,16,237	2'58
		3114-3116. Travelling and other allowances ..	32,328	0'69	33,026	0'73
	3120.	Goods staff.—				
		3121. Drivers ..	15,852	6'14	14,378	5'93
		3122-3124. Travelling and other allowances ..	1,581	0'59	1,611	0'66
	3130.	Other staff.—				
		3131. Drivers for departmental vehicles ..	9,193	3'72	10,644	* 4'70
		3132-3134. Travelling and other allowances ..	590	0'24	693	* 0'31
	3140.	Pay and leave salary in lieu of notice to retrenched personnel.	...	...	...	...
Carried over			4,21,988		4,11,311	

* Revised figures

No. 9. -ANALYSIS OF OPERATING EXPENSES.

T A B L E R.—concl'd.

(Expenses of the Road Transport Services)—concl'd.

Abstract and minor head.	Sub head.	Heading.	1941-42.		1940-41.	
			Total amount.	Per vehicle mile (Power units only).	Total amount.	Per vehicle mile (Power units only).
				(9,788,651)		(9,372,345)
		OPERATING EXPENSES—concl'd.	Rs.	Pies.	Rs.	Pies.
		Brought forward ...	4,21,985		1,11,811	
	3200	Fuel.—				
	3210.	Coaching vehicles.—				
		3211. Petrol ..	25,652	37 75	37,191	39 5
		3212. Fuel oil ..	2,36,575	5 11	2,23,010	5 07
		3213. Other oils ..	1,04,300	2 22	83,001	1 55
		3214. Grease and kerosene ...	2,555	0 05	1,490	0 03
	3220.	Goods vehicles.—				
		3221. Petrol ..	58,546	25 02	50,911	26 2
		3222. Fuel oil ...	1,961	5 04	963	7 05
		3223. Other oils ..	7,819	3 03	5,364	2 21
		3224. Grease and kerosene ..	337	0 13	251	0 12
	3230.	Departmental vehicles.—				
		3231. Petrol ...	53,404	32 82	37,239	* 27 91
		3232. Fuel oil ..	3,671	4 34	3,071	* 3 30
		3233. Other oils ..	6,189	2 50	3,991	* 1 76
		3234. Grease and kerosene ...	373	0 15	287	* 0 13
		3240. Staff for fuel oil Depot, Mettugunda ...	3,508	1 42	Nil.	Nil.
	3300	Ticket and salary of audit ticket checker ..	31,697	0 61	29,175	0 59
	3400	Other miscellaneous expenses ...	1,58,333	3 04	1,60,869	* 3 24
		TOTAL OPERATING EXPENSES	11,17,211	23 91	10,57,654	* 21 66
IV		REPLACEMENTS AND RENEWALS.				
	4100	Contribution to depreciation fund ..	7,98,178	15 66	6,98,556	* 14 24
		TOTAL ABSTRACT R ...	34,52,390	67 72	30,17,151	* 61 82

* Revised figures.

Notes.—(1) The figures within brackets at the top of columns are the fundamental units (vehicle miles) used as divisors and exclude the mileages of inspection cars on departmental use and of motor cycles.

(2) The coaching vehicle miles adopted for working out the results for items 3100, 3110, 3120 and 3210 are as under:—

	1941-42.	1940-41.
Petrol vehicle miles ...	130,371	180,652
Diesel oil vehicle miles ..	8,905,180	8,453,137
Total ...	9,035,551	8,633,789

(3) The goods vehicle miles adopted for working out the results for items 3200, 3210, 3120 and 3220 are as under:—

	1941-42.	1940-41.
Petrol vehicle miles ...	449,239	439,639
Diesel oil vehicle miles ...	46,844	26,232
Total ...	496,083	465,871

(4) The departmental vehicle miles including the mileage of motor cars and motor cycles adopted for working out the results for items 3230, 3240, 3130 and 3230 are as under:—

	1941-42.	1940-41.
Petrol vehicle miles ...	312,442	* 256,153
Diesel oil vehicle miles ...	162,548	* 178,566
Total ...	474,990	* 434,719

Part III.

Statistical Statements

OF THE

Air Transport Services.

**No. 1--Statement of Aircraft owned by the N. S. Railway
for the year ended 31st March 1942.**

Item No.	Type.	No. of planes.	Serviceable aircraft at the end of the previous year.							Changes in the No. of aircraft during the year			Serviceable aircraft at the end of the year.						
			Date of purchase.	No of engines in each plane	Rated horsepower of each engine	No. of seats (exclud- ing pilots & cat).	Range in miles of each plane	Pay load with full tanks of each plane	New additions.	Replacements	Condemned or sold.	No. of planes	No. of engines in each plane	Rated horse-power of each engine	No of seats (exclud- ing pilots seat).	Range in miles of each plane.	Pay load with full tanks of each plane.	No. of spare engines	
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	
I. Training Aircraft																			
1	D. H. Tiger Moth	2	March 1936.	1	120	2	383	261	lbs.	..	(a) 1	(c) 1	1	1	120	2	353	261	1
II. Transport Aircraft.																			
2	D. H. Leopard Moth	3	One on 7th May 1938 & one on 21st June 1939.	1	120	4	500	345			2	1	120	1	500	315	
3	D. H. Dragonfly	1	5th May 1935.	2	120	1	600	467	(d) 1	1
4	Percival Q. 6	1	13th August 1939.	2	200	5	780	207	..	.	(b) 1	...	.	.	..	...	...	...
Total		6	...	6	..	15	..	...	..	...	2	4	2	.	6	.	...	2

Note.—In addition to the above four planes owned by the N. S. Railway, there were on 31st March 1942, 20 Tiger Moth single engine planes owned by the Government of India which were transferred to the N. S. Ry., for the training of Pilots in the Elementary Flying Training School at Begampet.

(a) One Tiger Moth VT-AHD, crashed on 13th August 1941 has been written off, vide General Manager's endorsement No. 49292 dated 6th March 1942.

(b) One Percival Q. 6 was sold to the Indian National Airways, New Delhi on 19th November 1941 under General Manager's sanction in letter No. 49934 dated 7th April 1942.

(c) This plane has been pooled with those transferred from the Government of India.

(d) This plane was handed over on loan to the Government of India on 9th February 1942 for the duration of the war vide General Manager's endorsement ~~Letter~~ No. 50157 dated 3rd February 1942.

**No. 2.—Statement of Airline Services operated during the year ended
31st March 1942.**

Item.	Heading.				
2'01	Regular or seasonal	.	..	..	..
2'02	Dates between which operated	..	.		
2'03	Route Miles				..
2'04	Number of services operated.—				
	i. Outward	.	..	.	..
	ii. Inward	..	..	..	..
	iii. Total	..	.	.	...
2'05	Number of trips loaded.—				
	i. Outward	.	.	..	.
	ii. Inward	..	..	..	..
	iii. Total	..	..	.	...
2'06	Number of trips empty.—				
	i. Outward	...	..	..	...
	ii. Inward	..	.	...	...
	iii. Total	...	...	...	..
2'07	Percentage of loaded trips to total trips (outward and inward)	...	.	.	..
2'08	Aircraft miles	...	.	..	..
2'09	Engine miles	...	...	..	...
2'10	Seat miles	.	...	.	..
2'11	Passenger miles	...	...	..	...
2'12	Occupation ratio (item 2'11 × 100 ÷ item 2'10)	..	..	Per cent	...
2'13	Number of services scheduled (outward and inward)	...	...	...	...
2'14	Number of services cancelled.—				
	i. Due to weather conditions	...	...	...	...
	ii. Due to other causes	...	...	...	..
2'15	Number of services operated over 10 minutes late	...	..	..	..
2'16	Percentage of services cancelled to total scheduled services	...	...	Per cent	..
2'17	Percentage of services operated over 10 minutes late to total scheduled services	...	..	"	...
2'18	Number of passengers carried.				
2'19	Passenger earnings	...	..	...	Rs. ...
2'20	Other earnings	...	...	...	" ...
2'21	Total earnings	...	...	...	" ...
2'22	Passenger earnings per seat mile	...	...	...	Pien ...
2'23	Total earnings per aircraft mile	...	...	...	" ...
2'24	Number of flying hours	...	...	...	...
2'25	Total earnings per flying hour	...	...	..	Rs. ...

NIL.

No. 3.—Statement of Flying hours and earnings—1941-42.

Item No.	Description of flights.	N. S. Railway Planes.				Government of India planes.
		Tiger Moths.	Leopard Moths.	Dragon fly.	Percival Q. 6.	
	<i>I. Flying hours.</i>	Hrs. Mts.	Hrs. Mts.	Hrs. Mts.	Hrs. Mts.	Hrs. Mts.
1	Air line-services ...	...	...	...	...	...
2	Charter flights ...	...	89 30	16 15	...	0 50
3	Pleasure flights ...	6 05	16 30	0 30	...	0 40
4	Club flights ...	68 35	19 40	...	...	...
5	Instruction to I. A. F. candidates ...	226 45	...	...	...	7258 30
6	Apprentice pilots ...	19 40	3 30	14 10	...	25 35
7	Departmental flights ...	15 50	6 00	7 40	2 50	74 00
	Total ... { 1941-42 ...	336 55	135 10	38 35	2 50	7359 35
	{ 1940-41 ...	963 40	397 55	171 45	0 10	308 15

		1941-42.		Earnings per flying hour.
		Total flying hours.	Earnings.	
<i>II. Earnings.</i>		Hours: Minutes.	Rs	Rs.
1	Air line-services ...	...	...	...
2	Charter flights ...	106 35	4,219	39.6
3	Pleasure flights ...	23 45	848	35.7
4	Club flights ...	88 15	6,892	78.1
5	Instruction to I. A. F. candidates ...	7485 15	2,82,673	37.8
6	Apprentice pilots ...	62 55	...	...
7	Departmental flights ...	106 20	...	...
8	Sundry other earnings ...	...	1,228	...
Total ... { 1941-42 ...		7873 05	2,95,860	37.6
... { 1940-41 ...		1841 45	63,075	34.2

No. 4.—Statement of Petrol and lubricating oil consumption—1941-42.

Item.	Type.	Total Petrol consumed.	Petrol consumption per flying hour.	Total lubricating oil.	Lubricating oil consump- tion per flying hour.
	I. Planes owned by N. S. Railway.	Gallons.	Gallons.	Pints.	Pints.
1	Tiger Moth ...	2,150	6.38	653	1.94
2	Leopard Moth ...	978	7.24	380	2.81
3	Dragonfly ...	529	13.7	186	4.31
4	Percival Q. 6 ...	...	...	204	72.1
	Total ... { 1941-42 ...	3,657	7.12	1,423	2.77
	... { 1940-41 ...	11,305	7.37	4,034	2.68
	II. Planes owned by the Government of India.				
	Tiger Moth ...	45,931	6.24	11,581	1.57
	Grand Total ... { 1941-42 ...	49,588	6.80	13,004	1.65
	... { 1940-41 ...	13,224	7.18	4,556	2.49

No. 5.—Statement of Aircraft User—1941-42.

Item.	Heading.	Planes owned by the N. S. Railway.					Planes owned by the Government of India.	Total.
		Tiger Moth.	Leopard Moth.	Dragon fly.	Percival Q-6.	Total		
5'01	Actual number of planes owned on the last day of the year	1941-42.	1	2	1	...	3	24
		1940-41.	2	2	1	1	6	14
5'02	Plane days of planes owned during the year	1941-42.	501	730	315	283	1,779	8,226
		1940-41.	730	730	365	365	2,190	2,556
5'03	Plane days of planes in use during the year	1941-42.	169	69	20	3	270	2,972
		1940-41.	436	149	78	1	664	796
5'04	Plane days of planes under repair during the year.	1941-42. (a) ...	88	4	...	92	1,091	1,183
		1940-41.		Not available.				
5'05	Plane days of planes spare during the year	1941-42. (a) ...	539	244	183	966	2,176	3,142
		1940-41.		Not available.				
5'06	Average number of planes owned during the year (= item 5'02 ÷ No. of days in the year)	1941-42.	1'37	2'00	0'86	0'64	4'87	22'5
		1940-41.	2'00	2'00	1'00	1'00	6'00	7'00
5'07	Average number of planes in use during the year..	1941-42.	0'46	0'19	0'08	0'01	0'74	8'14
		1940-41.	1'20	0'41	0'21	0'00	1'82	2'18
5'08	Percentage of item 5'07 to item 5'06	1941-42.	33'6	9'50	9'30	0'00	15'2	41'8
		1940-41.	60'0	20'5	21'0	0'00	30'3	31'1
5'09	Average number of planes under repair during the year	1941-42. (a) ...	0'24	0'01	...	0'25	2'99	3'24
		1940-41.		Not available				
5'10	Percentage of item 5'09 to item 5'06 ...	1941-42. (a) ...	12'0	1'16	.	5'13	16'9	14'4
		1940-41.		Not available.				
5'11	Average number of planes spare during the year...	1941-42. (a) ..	1'48	0'67	0'50	2'65	5'96	8'61
		1940-41.		Not available.				
5'12	Percentage of item 5'11 to item 5'06	1941-42. (a) ...	74'0	77'9	78'1	54'4	33'7	38'3
		1940-41.		Not available.				
5'13	Flying hours per day per plane owned (= flying hours ÷ item 5'02)	1941-42.	0'67	0'18	0'12	0'01	0'29	0'98
		1940-41.	1'32	0'55	0'47	...	0'70	0'72
5'14	Flying hours per day per plane in use (= flying hours ÷ item 5'03)	1941-42.	1'99	1'96	1'34	1'00	1'90	2'65
		1940-41.	2'21	2'67	2'20	...	2'31	2'31

(a) These figures are included in the Government of India planes as these Tiger Moths are pooled with those of the Government of India planes.

No. 6.—Results of Working—1941-42.

Item.	Heading.	1941-42.	1940-41.
6'01	Total capital outlay (including suspense) Rs.	2,34,706	2,58,348
6'02	Total gross earnings "	2,95,860	63,075
6'03	Total working expenses "	2,60,423	2,05,448
6'04	Net earnings "	35,437	1,42,873
6'05	Gross earnings per flying hour "	37'6	34'2
6'06	Working expenses per flying hour "	33'1	111'5
6'07	Net earnings per flying hour "	4'50	77'3
6'08	Percentage of ordinary working expenses (excluding contribution to depreciation fund) on total gross earnings Per cent.	78'0	239'7
6'09	Percentage of total working expenses (including contribution to depreciation fund) on total gross earnings Per cent.	88'0	325'7

No. 7—Analysis of Operating Expenses—1941-42.

TABLE S.

(Expenses of the Air Transport Division).

Reference to Accounts.		Heading.	1941-42.		1940-41.	
Abstract and minor head.	Sub-head.		Total amount.	Per flying hour.	Total amount.	Per flying hour.
			(7873)		(1612)	
			Rs.	Rs.	Rs.	Rs.
I.		<i>General Administration.—</i>				
	1100	<i>Pay and leave salary.—</i>				
		1110. Administrative officers ...	11,100	1.41	11,153	0.98
		1180. Office staff ...	8,541	1.08	6,822	0.83
	1200	Travelling allowances and passages ...	42	0.01	254	0.14
		Others ...	2,580	0.36	3,240	1.76
		Total General Administration ...	16,853	2.14	14,493	2.69
II.		<i>Repairs and Maintenance.—</i>				
	2100	<i>Pay and leave salary.—</i>				
		2110. Officers ...	16,792	2.13	15,871	0.61
		2120. Subordinate staff—				
		2121. Subordinate staff for overhauls and maintenance ...	24,472	3.11	11,288	0.13
	2500	Materials ...	26,561	3.37	14,056	2.08
		Others ...	8,826	1.12	6,367	0.40
		Total repairs and maintenance ...	76,635	8.72	47,370	28.77
III.		<i>Operating Expenses.—</i>				
	3100	<i>Pay and leave salary.—</i>				
		3110. Officers ...	15,370	2.03	11,142	0.60
		3120. Pilot apprentices ...	2,140	0.40	2,107	0.09
	3200	Allowances and passages ...	11,285	1.45	7,711	0.11
	3500	<i>Fuel and oil.—</i>				
		3510. Petrol ...	5,112	0.66	2,340	0.03
		3520. Oil ...	3,041	0.38	2,350	0.03
	3600	Grease ...	35	0.01	—	—
	3700	Repairs and maintenance ...	18,407	2.36	—	—
	3800	Transportation ...	2,307	0.30	5,741	0.07
	3900	Telephone and telegrams ...	2,201	0.28	—	—
		Total operating expenses ...	107,221	13.42	100,000	10.00
		Total expenses ...	200,709	25.26	161,863	16.12

